The Hong Kong Daily Press.

No. 2341. 號九十三百三千二第 HONGKONG, TUESDAY, APRIL 18TH, 1865. 二拜禮 號八十月四英 港香 PRICE $2½ PER MONTH.

Arrivals.

April 16, CLAN ALPINE, str. from Lamont's Dock, bound to Singapore, Penang, and Calcutta.—JARDINE MATHESON & Co.

April 16, PALMERSTON, Brit. bk., from Rangoon, Feb. 23rd, Rice.—THOS. HOWARD.

April 16, EAME, str. from Whampoa.

April 16, GORILLA, str. from do.

April 15, JUNO, Hamb. bq., 263, Eckmann, Singapore, Mch. 6th, Rice, and Rattans.—HESSE EHLERS & Co.

April 15, MEDWAY, Brit. bq., 612, Thos. Grieves, Calcutta, Sand Heads, Jan. 20th, Rice.—FLETCHER & Co.

April 15, VILLE DE GRANADE, Fch. bq., 270, H. Beuyer, Saigon, April 3rd, Rice.—ORDER.

April 15, EMILE DE GERALDIN, Fch. bq., 440, Chevalier, Saigon, Apr. 3rd, Rice.—WM. PUSTAU & Co.

April 15, GUSTAV & WILHELM, Hamb. sch., 120, Ericsen, Singapore, Mch. 3rd, General.—ARNEMANN & Co.

April 16, WILHELMINA, Dut. bq., 432, Gregbop, Rangoon, Feb. 6th, Rice.—ORDER.

April 16, SIR JAMSETJEE JEJEEBHOY, Brit. str., Brown, from Swatow.—ACHEONG.

April 16, SPANKER, from Whampoa.—GILMAN & Co.

April 16, PRINCE KUNG, Brit. str., 137, Fred. Torckler, Foochow, April 14th, Sundries.—ADAM SCOTT & Co.

April 16, VULCAN, Brit. str., (of Shanghai, 123, J. H. Pendleton, from Shanghai, April 11th, Ballast.—LINDSAY & Co.—bound to Calcutta.

April 16, ORACLE, (of St. Johns, N.B.) Brit. sh., 1133, Albert Wood, Akyab, 23rd April, Singapore, Mch. 17th, Rice.—STEWSEN & Co.

April 17, RUMY, (of Singapore,) Brit. bk., 545, (wood,) G. L. Hemeon, Singapore, Mch. 11th, Rice.—CAMA & Co.

April 17, ENATO, (of Liverpool,) Brit. sh., 1205, (iron,) Wm. Thompson, Calcutta, Feb. 3d, Rice.—SMITH, KENNEDY & Co.

April 17, GOSSAMER, (of Liverpool,) Brit. sh., 734, (Composite,) W. Murphy, Shanghai April 10th, Cotton, and Coolies.—JOHNSON & Co.

Departures.

April 15, GERAND, str. for Shanghai, Chefoo, and Tientsin.

April 15, DAYBREAK, for Iloilo.

April 15, ISIS, for Swatow.

April 15, MATADOR, for Swatow.

April 15, ANTONIA TERRY, for Saigon.

April 15, H. N. M. S. DJAMDI, for Lamont's Dock, and not Batavia, as before stated.

April 16, BENARES, str. for Bombay, &c.

April 16, CHANTICLEER, str. for Whampoa.

April 16, CAMILLA CAVOUR, for Macao.

April 16, SPY, for Sual.

April 16, NAVARRO, for Manila

April 16, LOUIS KNIFFLER, for Melbourne.

April 16, ELFIN, str. for Canton.

April 16, SINGAPORE, str. for Ningpo and Shanghai.

April 17, H.M.S. CORMORANT, for the River, with Admiral Kuper's flag at the fore.

April 17, FORMOSA, str. for Swatow, Amoy, & Foochow.

April 16, SALAMANDER, for East Coast.

Clearances.

AT THE HARBOUR-MASTER'S OFFICE, APRIL 17, 1865.

Lewis Kniffler, for Melbourne.
Shooey-leen, str. for Ningpo, and & Shanghai.
Alexandra, for Singapore.
Navarro, for Manila
Kensington, for Singapore.
Spy, for Sual.
Camilla Cavour, for Macao.
Gerard, str. for Shanghai.
Elfin, str. for Canton.
Singapore, for Singapore.
Sir Harry Parkes, for East Coast.
Vlocuno, for Manila.
June, for Whampoa.
John Bright, str. for Singapore & Calcutta.

Passengers.

None.

Reports.

The *Golden West*, spoke the *Maggie Lauder* on 2nd April in Lat. 9.56, Long. 107.20 E. On 5th April was in company with the ship *Oracle* off Pulo Celoer de Mer, and the brigantine *Music* all bound North.

Vessels Spoken

Superb.—Hamburg brig, from Batavia bound to Hongkong, 30 days out, in Pitts Passage, by the *Reefs* arrived here.

Romolino.—British barque Rangoon to Swatow 90 days out, 1 Lat 21.57 N. Long 117.15 E.

John Nicholson.—British ship Shanghai bound to Liverpool, 7 days out, in Lat. 11. 29 N. Long 110 17 E.

Mermaid.—Rangoon to Ningpo 25 days out, in Lat. 15. N. 117.30 E. on 3rd April.

August—from Singapore bound to Hongkong in Lat. 15.12 N. 114.27 E.

Mermaid—in Lat. 9.21 N. Long. 109.20 E. from Singapore bound to Ningpo.

Emperor—Fifty seven days from Calcutta bound to Shanghai on 2nd April in Lat. 19.50 N. long 106.52 E.

Ant. Union—from Calcutta 45 days out bound to Shanghai, on 21st. March in Lat. 9.20 N. Long 107.

Loss of the "Antonio."

THE British Ship *Heroes of Alma*, reports having seen and boarded on 6th April on shore on the North Shoal of the Paracels, abandoned by her crew and in possession of the Chinese, the Hamburg barque *Antonio*, She was bound to this from Rice Port. The crew arrived safely in Hongkong on 11th. April on board the *Ocean Pearl*, which vessel took them from the *Triton* from this bound south, which vessel had picked up the boats of the ill-fated vessel.

The *Ariadne* Humb. sch. arrived in Moulmain on 13th Mch.

The *Doris* left for Hongkong on 14th Mch

The British barque *Jane*, Capt. Stephenson left Adelaide (Australia) on 8th February and arrived in the Straits of Bally on 12th March.

The "*Arab Steed*"

Was spoken on 17th. March last in the Gillolo Passage one hundred and seventy three days out from London all well on board, by the Dutch barque *Elhna* arrived here two days ago. A short time after the *Elhna* had cleared the entrance to the Gillolo Passage a head wind set it which would have jammed the *Arab Steed* for many days probably. *Elhna* has experienced light winds and calms the whole passage from the Straits. The *Arab Steed* is very deep and light weather not at all calculated to bring here very quickly. She cannot be considered overdue yet,

Banks.

BANK OF INDIA.

Capital, Rs. 1,00,00,000, (£1,000,000 Sterling.)

RESERVED FUND, Rs. 1,00,000 (£10,000.)

ESTABLISHED IN BOMBAY.

Board of Directors.

HON'BLE A. J. LEITH, Advocate General, Bombay.
WM. COOTES, Esq. (of Messrs. Fulcher, Cooper & Co.)
A. B. SCOBLE, Esq.
H. B. H. TYRETT, Esq. (of Messrs. Leckie & Co.)
LUKEN MACKINTOSH, Esq. (Director, Bank of Bombay.)

HEAD OFFICE BOMBAY.

London Bankers, The London Joint Stock Bank
Branches.—London, Calcutta, Shanghai and Hongkong.

HONGKONG BRANCH.

The Bank draws on the Head Office at Bombay and Bank, London, on its Head Office at Bombay and London Calcutta and Shanghai Branches. The Bank is also prepared to negotiate bills payable at either of those Cities.

DEPOSITS.

Interest will be allowed as follows:—
On Current Accounts ..... 2 per cent.
" Deposits for 3 months certain ... 4 "
" " 6 " ... 5 "
" " 12 " ... 6 "

The Bank discounts local bills and grants loans on approved convertible securities.

FRANCIS ANDREWS, *Manager.*

Hongkong, 15th June, 1864

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 9th March, 1848, and by Imperial Decree of 25th July, 1854.

PAID-UP CAPITAL, Francs 40,000,000 (£1,600,000 Sterling.)
RESERVED FUND, Francs 10,000,000 (£400,000 Sterling.)

HEAD OFFICE,—14, Rue Bergere, Paris.
LONDON BANKERS.—Union Bank of London, General Credit and Finance Company of London. (Limited.)

AGENCIES IN INDIA AND CHINA.—At Bombay, Calcutta, Hongkong, Shanghai, Saigon, and Saint Denis (Ile de la Réunion.)

HONGKONG AGENCY.

This Agency issues Drafts on Paris on the Head Office; on London on the Union Bank of London, and on the General Credit and finance Company of London, (Ld.); Drafts are also issued on Bombay, Calcutta, Shanghai, Bourbon, Saigon, on the Agencies of the Comptoir, and on the Chief Places of Commerce in the Continent of Europe, India, China, America, Australia, &c., on the Correspondents of the institution.

Approved Bills negotiated.

CURRENT ACCOUNTS are kept upon which no Commission is charged and no Interest is allowed.

DEPOSITS for Fixed Periods are received at interest, particulars of which may be obtained on application to the Agency.

The Agency is also prepared to discount Bills and Grant Loans on approved Banking Securities.

H. KAISER, *Manager.*

Queen's Road, Cor. of Zetland Street, Hongkong, 1st October, 1864. tf

THE ASIATIC BANKING CORPORATION

Incorporated by Royal Charter.

SUBSCRIBED CAPITAL.—£500,000
WITH POWER TO INCREASE TO £2,000,000
(TWO CROREs OF RUPEES).
Capital called up, £425,000
Head-Office—No. 4, Lombard Street, London.

BOARD OF DIRECTORS.

F. Boykett, Esq., Chairman, (Messrs. Timothy Wiggins & Co.)
J. A. Roweell, Esq., *Deputy-Chairman*, (Messrs. Grey and Coles, London and Grey & Co., Bombay).
Thomas Cardwell, Esq., Messrs. Thomas Cardwell & Co., London; and Cardwell, Parsons & Co., Bombay).
Charles A. Fearon, Esq., (Messrs. Fearon & Co. London; and late of Messrs. Augustine Heard & Co., China).
Wm. Maitland, Esq., (Messrs. Mackillop, Stewart & Co., Calcutta).

General Manager—Harry Jobe, Esq.
Bankers. { The Bank of England. The London Joint Stock Bank.
Agents in Scotland.—The British Linen Co.
Agents in Ireland.—The National Bank.
Brokers.—Messrs. Foster and Braithwaite.
Solicitors.—Messrs. Freshfields and Newman.
Auditors.—Messrs. Coleman, Turquand Youngs & Co.

Agencies and Branches of the Bank have been established at Bombay, Calcutta, Singapore, Ceylon, Melbourne, Hongkong and Shanghai.

PROMOTERS IN BOMBAY.

THE HON. M. H. SCOTT, (Messrs. Ritchie, Steward & Co.)
ROBERT HANNAY, Esq., (Messrs. Grey & Co.)
COWASJEE JEHANGHIER, Esq.

The Corporation will shortly be prepared to grant Drafts, and negotiate Bills of Exchange, payable at the above places, issue Letters of Credit, and conduct every description of Banking business connected with the East.

AUGUSTINE HEARD & Co., *Agents.*

463 Hongkong, 27th September, 1864.

THE BANK OF HINDUSTAN, CHINA and JAPAN (Limited).
1, Bank-buildings, Lothbury, London.
Capital, Four Millions.
Paid and to be called up, £1,000,000.

DIRECTORS.

Chairman.—JAS. NUGENT DANIELL, Esq.
Deputy Chairman.—RICHARD SPOONER, Esq.

William Frederick Baring, Esq. — Deane J. Hoare Esq.
Thomas Cotterell, Esq. — James Leitch, Esq.
David Sassoon, Esq. — J. Mackrill Smith, Esq.
Philip Shore Fletcher, Esq. — Hon. Frederick Stuart Wortley
Lieut. Colonel Prescott. — Henry Young Esq.
Wm. Harrison, Esq.

GENERAL MANAGER.—John Crawley, Esq.
SECRETARY.—E. Swire Tomlin, Esq.

BANKERS.

The Bank of England.
The Alliance Bank (Limited).
The National Bank.

Terms of Business.

This Bank negotiates approved Bills on London, Bombay, Calcutta, Shanghai, &c., and issues Drafts on the Alliance Bank of London and Liverpool, the Bank of England, and its Head Office in London, on the National Bank of Scotland, and the National Bank of Ireland and their Branches. The Bank also draws on its own Branches and Agencies in Bombay, Calcutta, Colombo, Shanghai, Yokohama, Singapore, Manila, Melbourne, &c.

Current Accounts kept and interest allowed at the rate of 2 per cent per Annum, on the minimum monthly balances. On sums deposited subject to 15 days notice of withdrawal at the rate of 2½ per cent per Annum.

For 1 Month,—3 % per Annum.
For 3 " —4 % "
For 6 " —5 % "

The Bank also discounts approved Local Bills at current rates.

EDWARD MELLISH, *Manager.*

6 Hongkong, 27th March, 1865.

COMMERCIAL BANK CORPORATION OF INDIA AND THE EAST.

INCORPORATED BY ROYAL CHARTER.

Paid-up Capital, One Million Sterling.
HEAD OFFICE,—LONDON.
LONDON BANKERS, The London Joint Stock Bank.

AGENCIES AND BRANCHES.

Bombay, Singapore,
Calcutta, Bombay,
San Francisco, Bankow,
Shanghai. Yokohama.

HONGKONG.

THE Bank draws on the London Joint Stock Bank and on all the above Agencies and Branches.

Current accounts are kept with Firms and Individuals, free of Commission.

Deposits are received on which Interest is allowed at seven per Cent per Annum on Monies lodged for Twelve Months certain and at lower Rates for shorter periods. Loans and discounts granted to constituents.

J. W. MACLELLAN, *Manager.*

504 Hongkong, 2nd January, 1865.

HONGKONG & SHANGHAI BANKING COMPANY LIMITED.

Subscribed Capital—5,000,000 of Dollars.

Court of Directors.

Chairman—HON. FRANCIS CROMBIE, Esq.
Deputy Chairman—HON. THOS. SUTHERLAND, Esq.

Alex F. Heard, Esq. — W. Nissim, Esq.
Geo. J. Holland, Esq. — Pallanjee Framjee, Esq.
Douglas Lapraik, Esq. — Eustonjee Dhunjeebhoy, Esq.
E. A. Lemann, Esq. — Arthur Sassoon, Esq.
Geo. F. Maclean, Esq.

Managers:—
Hongkong.—Victor Kresser, Esq.
Shanghai.—David Maclean, Esq.

HONGKONG BRANCH.

This Bank has this day commenced business in Hongkong, and is now open to discounts Bills and grant Credits on approved Banking Securities.

Current Accounts are kept and interest allowed at the rate of 2 per cent per annum on the minimum monthly balances.

Money deposits received for fixed periods at the following rates of interest:—
For 3 Months—3 per cent. per annum.
6 do —4 do do.
12 do —5 do do.

In addition to the above fixed rates of interest the Company has adopted the principle of setting aside a certain portion of its yearly profits to be given as a bonus on the balances enjoyed by the Bank Customers keeping Current Accounts and Depositors will participate equally in respect of such Bonus, whether shareholders in the Company or not.

The Company will shortly be prepared to grant Drafts and negotiate Bills of Exchange on London and the chief commercial places of Europe, India, Australia, America, and China.

VICTOR KRESSER, *Manager.*

Temporary offices of the Company 25, Queen's Road.

March 3, 1865.

HONGKONG AND CHINA GAS COMPANY LIMITED.

SHAREHOLDERS are invited to call at the Temporary Offices of the Company 25, Queen's Road, for the purpose of Signing the Deed of Settlement and taking delivery of the Scrip in exchange for the Receipt granted by the Company on payment of the first call.

VICTOR KRESSER, *Manager.*

tf 810 Hongkong, 3rd March, 1865.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

HONGKONG BRANCH.

MR. EDWARD ATKINS has been appointed Manager of this Branch during my absence, and takes charge from this date.

WALTER ORMISTON, *Manager.*

tf 792 Hongkong, 20th February, 1865.

THE ORIENTAL BANK CORPORATION.

INCORPORATED BY ROYAL CHARTER.

Paid-up Capital, £1,500,000.
RESERVED FUND, £414,000.

Court of Directors.

Harry George Gordon, Esq., Chairman.
William Scott Binny, Esq., Deputy-Chairman.
James Blyth, Esq.
John Lewis Bonhote, Esq.
William Walter Cargill, Esq.
Alexander Mackenzie, Esq.
Lestock Robert Reid, Esq.
Patrick F. Robertson, Esq.
Charles J. F. Stuart, Chief Manager.
Patrick Campbell, Sub-Manager.

Bankers.

Bank of England.
Union Bank of Scotland.

Agents in Scotland.

National Bank of Scotland.
Commercial Bank of Scotland.
E. Dundas Gray, 23, St. Andrew Square Edinburgh.

Agents in Ireland.

Provincial Bank of Ireland.
The National Bank.

Head Office.

Threadneedle Street, London, E.C.

HONGKONG BRANCH.

Banking.

The Corporation receive money on deposit repayable on demand, upon which no interest is allowed.

They also receive money on fixed deposit repayable at twelve months notice, upon which interest at five per cent. per annum is allowed.

They discount Bills and Notes payable in Hongkong, having at least two approved names unconnected in general partnership; and they make advances upon bullion and goods not of a perishable nature, in the custody of the Bank.

Exchange.

The Corporation issue Drafts on the Bank of England payable on demand, and on the Union Bank of London payable at Six months' sight; and they grant Circular Notes for the use of travellers, negotiable in all towns of importance throughout the world.

They also issue Drafts on the Agencies and Branches of the Corporation at Shanghai, Yokohama, Bombay, Calcutta, Ceylon, Madras, Mauritius, Melbourne, Singapore, and Sydney, at the exchange of the day.

Bills payable in Europe or in any of the above places are purchased or remitted for collection.

Information as to the rules of business may be had at the Office, or on application by letter to the Manager.

Office hours 10 to 3, Saturday, 10 to 1.

J. McDONALD, *Manager.*

tf 1102 Hongkong, 18th April, 1865.

THE undersigned beg to intimate, that the fares by Railroad, from Suez to Alexandria, have been considerably reduced, and that prices in future are as follows:—

	£ s.
First Class	2 10
Second do.	1 10

Children half price.
Tickets at these rates will be issued.

WM. PUSTAU & Co.
Agents—Austrian Lloyd's Steam Navigation Company.

tf 862 Hongkong, March 7th, 1865.

Intimations.

NOTICE.

OWING to the advanced rates of Fodder, the undersigned respectfully begs leave to announce, that he is reluctantly compelled to advance his rates for livery, which will hereafter and until further notice, be $25 per month for Horses and $22 for Ponies.

T. E. HAWKINS.

tf 1146 Hongkong, 16th April, 1865.

NOTICE.

NEITHER the undersigned nor the agents of the British Ship *Douglas*, will be responsible for any debt contracted by the crew of the said vessel.

A. GRASSAU.

tf 1089 Hongkong, 7th April, 1865.

NOTICE.

TALBOT AND CO.,
Shipping Agents, Commission Agents, Auctioneers, Wine and Spirit Merchants,
&c., &c., &c., &c.

Beg to inform their friends and the public that having removed into more eligible and extensive premises, situated between the French Dispensary and the Sing Ina, they intend holding

AUCTIONS TWICE A WEEK,

or whenever sufficient inducement offers, in the house which they previously occupied, opposite the Oriental Bank.

tf 1095 Hongkong, 28th Mar h, 1865.

COLLINS HANCOCK and Co.

NOTICE.

In consequence of the departure, through ill health, of my partner SIDNEY COLLINS, who has now no claim whatever on the firm, my firm will be carried on as under:—

J. BROWNE (*late head of the firm styled Sidney Collins Hancock and Co.*)
No. 21, Queen's Road east,

begs most respectfully to announce to his customers and the inhabitants of this Port that he will still carry on the business of Ship and House Plumber, Gas Fitter, Bell Hanger, Painter, Grainer, Paper Hanger, and House Decorator, &c., under the style of

COLLINS HANCOCK & Co.

He would also inform the Public in general that he has removed to

No. 3, Queen's Road East,

where all orders may be sent, and having secured the services of a European, they will be punctually attended to.

Estimates given &c., and by strict attention to business, trusts that the patronage lately accorded to the late Firm will also be accorded to him.

☞ *Gas Fitter by appointment of the Hongkong and China Gas Company.*

tf 1100 Hongkong, 6th April, 1865.

STOLEN.—Being a portion of the Contents of a CASH BOX stolen from Messrs. Fawcett & Co. Wellington Street, on Saturday 25th Inst., between the hours of 6.30 and 7 p.m.

A CHEQUE

Drawn by Messrs. Gibbons & Co., on the Oriental Bank No. 707 in favour of Fawcett & Co., for $580.03 Payment of the above has been stopped. A reward of $50 has been offered for the

Orders for Views in Hongkong, Canton, Macao, &c., &c., carefully and promptly executed.

The business is now conducted entirely by Europeans and the prices charged for pictures, chemicals, &c., will be found very moderate. In future negatives of portraits, will not be kept longer than 6 months.

Cameras and Lenses of all sizes. Chemicals &c., &c., constantly in stock.

tf. 721 Hongkong, 7th February, 1865.

GREMER and POITEVIN,
PASTRY COOKS & CONFECTIONERS,
Wellington-street, opposite the Catholic Church.

WE have the honour to inform the inhabitants of Hongkong that we have established ourselves in this Colony as above in the French style and will also receive orders for Dinners, &c. By a long and thorough experience in this branch of business, acquired in Germany and France, we are enabled to execute all orders with which you may honor us, with the greatest attention and exquisite taste.

tf 1127 Im Hongkong, 13th April, 1865.

WANTED.

A Situation as Godown Keeper or Store Keeper, by a Respectable Portuguese—Lotting first rate Testimonials. Apply to A. D. Office of this Paper.

tf 6.9 Hongkong, 2nd February, 1865.

WANTED ON BOTTOMRY.

FOR Repairs of the Mexican schooner "*Delphin*," L. Schuller, Master, about 5,000 to 4,000 Mexican Dollars.

Apply to the Captain; or to

OXFORD & Co.,
Agents for Captain Schuller

tf 857 Hongkong, 15th January, 1865.

WANTED.

A SITUATION as Clerk by a young man of business habits and experience; is a good writer and accountant and has had several years experience in the United States and China.

Any communication addressed to W. H. Post Office will receive prompt attention.

tf 1004 Hongkong, 8th April, 1865.

LEFT at the Hotel d'Europe, on the 11th of January a box containing TWO FRENCH FOWLING PIECES. The owner can have the same by applying to the proprietor of the above establishment.

Hongkong, 24th March, 1865. 1 m 1099.

E. & H. T. ANTHONY & Co.

501, BROADWAY, NEW YORK.

MANUFACTURERS of fine Photographic Chemicals, Paper, and all Photographic requisites, also of Photographic Albums and Stereoscopes.

1068 y. 8. 12th Hongkong, March 7, 1865.

STEAM-TUG "FAME."

NOTICE.

HONGKONG AND WHAMPOA DOCK Co.'s STEAM TUG, 110 *H. P. Nominal.*
With disconnecting Engines.

This Powerful TUG is available at any moment to berth Vessels in Harbour, or Tow them to or from Sea—at low Rates.

For particulars, apply to the Captain on board or to

D. LAPRAIK, *Secretary.*

Hongkong, 20th April, 1864.

NOTICE.

The Tug "*PLUTO*," 100 Horse-Power Nominal, is available to Tow Vessels in or from Sea or berth them in this harbor, at moderate rates.

Application to be made to the

CAPTAIN, *On Board;*
or to
LINDSAY & Co.

859 Hongkong, 13th January, 1865.

STEAMER "*FUSEEN.*"

IN future and until further notice, the hours of departure from this and Macao, on Saturdays and Mondays, will be at 2 P.M. and 9 A.M. respectively.

D. RUTTONJEE & Co.

tw 1141 Hongkong, 15th April, 1865.

Auctions.

PUBLIC AUCTION.
GENERAL WEEKLY SALE.

LAMMERT, ATKINSON, & CO. will sell by Public Auction,

THIS DAY,

the 18th April, 1865, at 12 o'clock,
At their Sale Rooms, Queen's Road,
20 half chests Oolong Tea.
25 casks India Pale Ale.
100 cases Gin.
55 boxes Stearine Candles.
20 Revolvers, in pouches and belts.
500,000 percussion Musket Caps.
1 million EE Pistol Caps.
20 pair double barreled Pistols.
200 Muskets.
5 cases Cheese.
50 kegs Butter.
10 casks Brandy.
2 hogsheads Old Tom.
20 doz. Powder Flasks.
20 Opera Glasses.
Paints, Lamps, Boots, and a quantity of other Goods.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7.

Hongkong, 18th April, 1865. 1156

PUBLIC AUCTION.

RAY and Co. will sell by Public Auction,

TO-MORROW,

the 19th April, 1865,—at Noon,
At their Sale Room.
50 pieces Brown Hollands.
30 " Drab Linsters.
200 doz. Linen Handkerchiefs, damaged.
10 Felt Hats.
70 French Clocks.
5 doz. Sword Belts.
50 boxes Epsom Salts.
100 cases Table Salt.
50 bags Macao Coffee.
2 cases Washing Indigo.
1 case Fancy French Goods.
2 " Rimmel's Assorted Perfumery.
do. do. do.
and
200 barrels Coal Tar.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7.

1157 Hongkong, 18th April, 1865.

HOUSEHOLD FURNITURE, &c.

LANE, CRAWFORD & Co. have been instructed to sell by Public Auction on

TO-MORROW

the 19th April, 1865,—at Noon,
At THE RETREAT
(about the centre of Elgin Street).

HOUSEHOLD FURNITURE, &c.

The Property of a Gentleman, changing his Residence, consisting of English Made Drawing Room and Dining Room Furniture, Silver and Plated Ware, Coffee and Tea Services, Mirrors, Chandeliers, Carpets, &c., &c.

Intimations.

FOOCHOW DOCK,
MARNOI POINT, RIVER MIN.

THE undersigned respectfully begs to notify to Commanders, and Consignees of Ships, that the above Granite Floored Dock is now ready to receive Vessels; Its dimensions are as follow:—length 300 feet, width at bottom 40 feet, at top 65 feet, depth of water on the sill, Spring Tides, average 15 feet, Neaps 13 feet.

The Dock is fitted with a Cranson Gate and is pumped out by steam in two hours. The Shipwrights' department, under the superintendence of an experienced European Shipwright, contains a large stock of Australian and other hardwoods, Oregon Pine Lumber from one inch thick to eighteen inches square; also Spars from thirty inches at partners. In conjunction with the above is a Steam Saw Mill to insure despatch in work.

The Blacksmiths' department, under the superintendence of an experienced European, is also well supplied.

The Dock Stores will supply when required all necessaries at Market Rates.

Dry Godowns, and a large Hulk for the reception of Cargo, or Stores.

JOHN O. SREY, *Manager.*

tf 1169 Foochow, 16th April 1865.

ARMY CONTRACTS 1865.6.

SEALED TENDERS, in duplicate marked on the outside "Tender for Commissariat supplies" or "Tender for Hospital supplies, &c." as the case may be will be received by the undersigned until Noon of MONDAY, 1st May next, from persons willing to contract for such Commissariat and Hospital Supplies, as may be required for Her Majesty's Forces in the Island of Hongkong and Kowloon, from 1st July next to 31st March, 1866, to be delivered at contractor's expense in such quantities, at such places, and such times as may be required by the Commissariat or Purveying Department respectively. The prices to be clearly stated in Dollars and Cents separate each article, and no Tenders will be received that are not made out on Forms obtainable at the Controller's Office.

Forms of Tender, Conditions of Contract, and detail of the various Articles to be supplied with any further information that may be required, can be obtained on application to the Commissariat and Purveying Departments.

The right of rejecting or accepting any Tender or part of a Tender is reserved.

HENRY ROBINSON, A. C. G.
Controller's Office.

1170 China, 18th April, 1865.

NOTICE.

WITH reference to the Circular advertised before, we beg to acknowledge our gratitude to the Foreign Merchants, who have kindly allowed all the common current silver to be taken in purchasing goods from them, and by this way of trading, we hope that our business will be carried on as usual and no further trouble be made in future.

CHINESE MERCHANTS OF HONGKONG.

Auction Sales To-day.

LAMMERT, ATKINSON, & Co.

Tea, Ale, Firearms, Opera Glasses, &c.

For Sale.

SUMMER CLOTHING.

FINE White Drill Trowsers, $20 to $18 per dozen.
Fine White Drill Vests, $16 to $30 per doz.
do. do. do. Sac Coats, $36 to $60 per do.
do. Fancy Drill Trowsers, $36 to $48 per do.
do. do. do. Vests, $18 to $30 per do.
Fancy Drill Sac Coats, $36 to $48 per do.
Black and Colored Alpacca Sac Coats $4 to $8 each.
Black and Colored Alpacca Vests, $1.50 to $3 each.
Black Percoh Cashmere Sac Coats, $5 to $8.
Vests, $2 to $3.50.
Fine Angola Suits very light material for summer wear, $11 to $14 per suit.
Fancy Tweed Suits, $14 to $24.
Black Superfine Cloth Sac Coats, $6 to $10.
Navy Blue do. do. $8 to $ 4.
Black Superfine Cloth morning Coats, $10 to $22.
Black Superfine Dress Coats, $12 to $24.
do. Vest, $3 to $5.
do. Trowsers, $6 to $10.
A well assorted Stock of Ready made Goods Regulation Clothes, Beaskins and Cassimeres.

MILITARY TRIMMINGS.

Gold and Silver Lace and Cords, Real Mohair Braids, Cords and Olivets, Regulation Swords, Sword Knots, Belts, Badges, Patent Leather and Staff Peaks, Regimental Buttons, Studs, &c., &c.

HOSIERY AND SHIRTS.

Gentlemens Cotton Socks, $1 to $6 per doz.
do. Merino and Lambswool, $3 to $9 per dozen.
do. Gauze Merino under Shirts, $5 to $20 per doz.
do. Long Cloth Shirts, $12 to $30 per do.
do. Linen Fronts and Bands, $ doz.
Crimean Shirts, $16 to $35 per doz.
do. 3 fold Linen C. Hars, $150 to $4 per doz.
Gentlemens fine Lisle Thread and Mulbrijan Socks, Silk Undershirts and Socks.

HATS, TIES &c.

Straw and Panama Hats in great variety, Black and Drab Felt Hats, Paris and Beaver, Silvouds Patent Shooting Hats, and Helmets, Black and Fancy Colored Silk Scarves, and Ties, Silk and Cambric Pocket Handkerchiefs, Belts, Braces, Kid Gloves and Doeskin Gloves.

London made Silk Umbrellas, $2.50 to $6 each.
Solid Leather Overland Trunks, and Portmanteaus.

The Tailoring department under the management of experienced English Cutters, gentlemen can rely upon having a fashionable and fitting garment equal to any London House.

Terms Cash only.

THOS. PEACOCK.
Civil, Military, and Naval Tailor,
Woollen Draper and General Outfitter,
VICTORIA EXCHANGE.

1052 tf th.h.s Hongkong, April 4, 1865.

RICH Black Glacé Silks, wide width, 65 cents to $3 per yard. Dresses, $12 to $30 per Fancy Colored Silk dress.

200 Pieces of French Printed Muslins, 16 cents to 60 cents per yard.

New pattern Grenadines, 35 cent to 75 cents per yard.

THOS. PEACOCK.
VICTORIA EXCHANGE.

tf 1019 Hongkong, 4th April, 1865.

IMPORTANT TO GENTLEMEN.

FINE all wool Angola Suits (Coat, Vest, and Trowsers) at $11 and $13 per suit, made to measure; the material is very light and suitable for summer wear.

Black Alpacca and Cashmere Sac Coats, $4 to $3 each, made to measure.

THOS. PEACOCK.
VICTORIA EXCHANGE.

tf 1050 Hongkong, 4th March, 1865.

HORSE SHOEING

JAMES GREEN begs leave to announce that he has removed to the Livery Stables and Horse Shoeing establishment in rear of Murray Barracks, where by strict attention to business he hopes to merit past favors and to give satisfaction to his patrons, and the Public generally.

The services of a European Blacksmith have been engaged and the Shoeing of Horses will be conducted entirely under vigilant Surveillance.

tf 917 Hongkong, 21st March, 1865.

NOTICE.

I Hereby authorise Mr. S. Worms solely to receive all debts due to the Oriental Hotel to the 16th Inst. on my accounts and to take the necessary proceedings for recovery of the same, as no receipt granted by any other Party will be accepted unless signed per A. Bernard, S. Worms and dated after March 16th.

A. BERNARD.

tf 998 Hongkong, 27th March, 1865.

NOTICE.

THE undersigned having received permission from the Manager of the Hongkong and China Gas Company Limited, to fit up establishments for the Supply of Gas, begs to intimate to the community that he is prepared to furnish estimates for, and execute the work mentioned above.

For particulars apply to

JAMES LOGAN.
Hongkong Engine Works.

tf 747 Hongkong, 11th February, 1865.

SALON PARISIEN.
ELEGANZ UND GESCHMACK.

JULIER empfiehlt seinen neu eingerichteten SALON, Queen's Road, neuchst zu H. MEEN'S Millinery Store; wo er sich, durch reelle Bedienung und fein Arbeit bestreben wird, das ihm, bisher geschenkte Zutrauen des hiesigen resp. Publicums auch ferner zu verdienen.

Feinstarbeiten aller Art werden besorgt von Jr. Morgen's bis 8 Uhr Abends.

PERFUMERIE aller Art und andere in Sale Frech einsch legende Artikel sind fordersamst in grosser Auswahl und bester Qualität vorräthig.

tf 936 Hongkong, 16th March, 1865.

HONGKONG BAKERY.

DORABJEE NOWROJEE begs to inform the Public, that he has established a *Bakery* Fancy Pastry, and Confectionery business on his premises, Queen's Road, adjoining the offices of the P. & O. S. N. Company, and hopes from his long experience and careful attention to merit the patronage and support of the Public.

Hongkong 4th August, 1860.

REMOVAL.

THE Undersigned Opium Importer and Broker occupies that House in *Gough's Street*, two doors West of Messrs. Johnson & Co., the Office in the Premises. All orders entrusted to being on the Premises, will be punctually attended to and the finest bids will be punctually procured and selected. Sorts of Opium invariably procured and selected.

CHARLES JAMESON.

tf Hongkong, 1st September, 1864.

HARNESS AND COACHMAKING.

BUTCHER AND BARNES, having entered into Copartnership as Coach Builders and Saddle and Harness Makers, beg to intimate to the inhabitants of Hongkong, that they are prepared to execute all orders entrusted to them with care and despatch, and hope by strict attention to their business to merit support and patronage.

Mr. BARNES, being a duly qualified Carriage Builder, the Public may rest assured that any work entrusted to the firm will be executed in a faithful and workmanlike manner. Carriages for sale.

Also,
Carriages bought and sold on Commission.

BUTCHER & BARNES.
No. 8 D'Aguilar Street.

tf 785 Hongkong, 17th February, 1865.

TO HOUSEKEEPERS & SHIP MASTERS.

JOHN PATERSON,
Late with Messrs. LOGAN & Co.
House, and Ship Plumber, Gas Fitter, and Zinc Worker,

Praya West, Aching's Yard, Next to Mr. LOGAN,

im 1159 Hongkong, 15th April, 1865.

Intimations.

FOR FOOCHOW.

THE A 1 British Ship

"GOSSAMER,"

Captain Murphy, of 734 Tons Register, will have immediate despatch for the above Ports.

For Freight apply to

JOHNSON & Co.

tf 1167 Hongkong, 18th April, 1865.

FOR SHANGHAI DIRECT.

THE Steam Ship

"ORIFLAMME,"

Lane, Master, will be despatched for the above named Port on Thursday, the 20th inst. at 4 p.m.

For Freight or passage, apply to

RUSSELL & Co.

tf 1155 Hongkong, 19th April, 1865.

FOR FREIGHT OR CHARTER.

THE A 1 British Ship

"HEROES OF ALMA,"

Captain Lees, of 657 Tons Register.

Apply to

GIBB, LIVINGSTON & Co.

tf 1169 Hongkong, 18th April, 1865.

FOR FREIGHT OR CHARTER.

THE A.1 Hamburg barque

"JUNO,"

L. Eckmann, master, of about 6700 piculs carrying capacity.

Apply to

HESSE EHLERS & Co.

tf 1172 Hongkong, 18th April, 1865.

MR. EDWARD D. GRAY is admitted a partner in our firm from the 1st inst.

GRAY & Co.

1m 1156 Hongkong, 16th April, 1865.

NOTICE.

A MEETING of the South Aisle of St. John's Cathedral, will be held in the Vestry on Thursday the 27th inst. at 4 o'clock, pursuant to the direction of the Ordinance for the purpose of receiving the Treasurer's accounts and of electing two Trustees and an auditor on behalf of the South Aisle, and of transacting such other business as is within the province of such meeting.

tf 1184 Hongkong, 19th April, 1865.

STABLING.

TO LET from the 1st proximo situated on the Caine Road, a Large Stalled Stable, and a Double Coach House, with Fodder Room, and accommodation for Horse Boys.

For further particulars, apply to R. S. W., Post Office.

tf 11 5, Hongkong, 13th April, 1865.

J. de SOUZA,

(Ten years foreman to the "China Mail" office, Five years manager Nemesis's Printing office.)

Has established himself in this Colony as PRINTER, STATIONER, and B

Docks.

NOTICE.
HONGKONG AND WHAMPOA DOCK COMPANY.

PURSUANT to Notice, a MEETING of the SHAREHOLDERS of the HONGKONG and WHAMPOA DOCK COMPANY took place on the 24th instant, at which the following Proprietors attended:—
T. SUTHERLAND, Esq., Peninsular & Orient Steam Navigation Co.
Capt. J. HELLAND, Esq., (Messrs. John Bard & Co.)
Captain JOHN TOWNSEND, P. & O. Ship *Fort William*.
LOUIS A. LAPRAIK, Esq., and EDWARD WALLACE, Esq. (Mr Douglas Lapraik's.)
A. SASSOON, Esq., (Messrs. David Sassoon, Sons & Co.)
G. BERTRAND, Esq., Messageries Imperiales Co.
W. SCHMIDT, Esq., (Messrs. Fletcher & Co.)
A. BOURIN, Esq., and A. BOURJAU, Esq., (Messrs. Bourjau, Huguet & Co.)
O. BURROWS, Esq., (Messrs S. E. Burrows & Son.)
H. B. GIBB, Esq., (Messrs. Gibb, Livingston & Co.)
H. BRAND, Esq. and Geo. SMITH, Esq., (Messrs. Smith, Kennedy & Co.)
E. G. SMITH Esq. (Messrs Turner & Co.)
G. N. MINTO, Esq., Manager Hongkong and Whampoa Dock Company.
H. ANDERSON, Esq.
R. BEACON, Esq.
Captain SOAMES, P. & O. Steamer *Pekin*.
M. BOSMAN, Esq., (Messrs. Bosman & Co.)
W. NISSEN, Esq., (Messrs. Siemssen & Co.)
A. C. LEYSSOHN, Esq., (Messrs. Oxford & Co.)
W. ADAMSON, Esq., The Borneo Company Limited.
H. NOBLE, Esq., The Agra and United Service Bank.
R. C. LAMBERT, Esq.
H. B. LEMANN, Esq., (Messrs. Gilman & Co.)
J. J. dos REMEDIOS, Esq.

The following Resolutions were unanimously carried:—

I.—Proposed by Mr. R. C. SMITH, and seconded by Mr. M. BOSMAN—
That on the 1st July, 1865 the Head of Settlement shall be altered so as to raise the Subscribed Capital of the Company to $750,000 in 1,500 Shares of $500 each.

II. Proposed by Mr. R. BRAND, and seconded by Mr. W. ADAMSON—
That the existing 120 Shares shall be Sub-divided into Shares of $250 each. Every proprietor of one old Share receiving Scrip for four Shares in the new Stock without further payment than that already made, viz., $1,000 per Share.

III. Proposed by Mr. A. SASSOON, and seconded by Captain SOAMES—
That Shares being appropriated according to the foregoing resolution, the remainder of the Stock, viz., 1000 Shares, shall be offered to the Public and allotted by the Directors according to the best of their judgement for the interests of the Company, applications from the present Shareholders having a right of preference.

IV. Proposed by Mr. BOSMAN, and seconded by Mr. LEYSSOHN—
That the latest date for receiving Applications for Shares shall be the 30th April next, and that the allotment shall take place in time to enable the first call to be paid on or before the first day of July, following.

V. Proposed by Mr. H. B. GIBB, and seconded by Mr. O. BURROWS—
That arrangements be made to register the Company, under the Limited Liability Act about to be passed in this Colony.

In conformity with the foregoing Resolutions, the Directors have to intimate that APPLICATIONS will be received for SHARES in the Company's New Stock, to the 25th April next, immediately after which date the Allotment will take place. It is also notified that the Calls on the New Shares are intended to be made in the following manner:—

On 1st July, 1865	$100 per Share.
1st October, 1865	50 "
1st January, 1866	50 "
1st April, 1866	50 "
1st July, 1866	50 "
1st October, 1866	50 "

Any further calls necessary will be made at intervals of not less than three months. Dividends will cease to be payable from the actual date of calling up each instalment. Interest will be charged at the rate of twelve per cent per annum on overdue calls.

Forms of application for Shares and further particulars may be obtained at the Secretary's Office.

By Order of the Directors,
D. LAPRAIK,
Secretary.

Hongkong, November 28th 1864.

Application for Shares.

TO THE DIRECTORS OF THE HONGKONG AND WHAMPOA DOCK COMPANY.

GENTLEMEN,—
I request that you will be pleased to allot me shares of Five Hundred Dollars each in the New Stock of the HONGKONG AND WHAMPOA DOCK COMPANY I hereby agree to accept such Shares, or any less number that may be allotted to me, and to pay a deposit, and the further instalments on such Shares when called on to do so. I also agree to sign the Company's Deed of Settlement, and to confirm the acts of the Directors with reference to the same.

I further declare that the Shares above applied for are for my personal use, (or for that of the firm to which I belong)—I am, Gentlemen, your obedient servant.

Name
Address

321 Hongkong, 30th November, 1864.

POOTUNG DOCK,
Opposite Tun-ka-doo Cathedral,
SHANGHAI.
D. MUIRHEAD,
SUPERINTENDENT.

THIS Magnificent Dock is now ready to receive Vessels. It is the largest Dock in the East.

The Dimension and Depth of Water being:—	
Length over all	350 Feet.
Length on Block	340 "
Width at top	125 "
Width in the bottom	50 "
Width of Dock Entrance	70 "
Depth of Water at High-water Neap tides	16 "
Depth of Water at High-water Spring tides	21 "

There are Four powerful Steam Pumps capable of Pumping the Dock DRY in four hours and the Caisson can be floated and Vessels enter or leave the Dock at any state of the Tides, advantages not possessed by any other Dock in China.

On the Dock ground is kept a large staff of Carpenters and Blacksmiths under the Superintendence of an experienced European Foreman.

There is also a most complete Machine and Engineering Establishment attached; thus, efficient work of every description necessary for the repair of Vessels and Machinery is secured with the least possible detention.

The Hire of the Dock for a period of three days after the Caisson shall have been in its place is Twelve Dollars per Ton, and for the Hire of the Dock for each day over and above the said three days 7 Cents per Ton per day.

Pootung Dock Company will not be responsible for any damage occurring to vessels by any unforeseen accidents to the Caisson or otherwise, nor for the Docking of vessels.

Steamers shall pay on the Gross tonnage.

The tonnage on which docking shall be charged shall be that reported to the Consulates.

Opinions of vessels before leaving the Dock must approve and sign their Dockage bills, and give the Superintendent the name of the vessels consignees.

All Dockage bills shall be signed by the Superintendent and the Chairman of the Dock Company for the time being, and they will be collected through the Commercial Bank of India.

All communications in respect to Docking to be addressed to the Superintendent either at the Pootung Foundry,—at the Dock itself—or to the undersigned.

HOGG BROTHERS.
Agents Pootung Dock Company
兆豐行
Chow-fong-hong,
Nankin Road,
Shanghai.

if 819 Shanghai, 25th June, 1864.

WHAMPOA DOCK.
CONDUCTED BY
GIBB & Co

ONE DOCK, 240 feet long, can take in Vessels drawing 14 feet at Spring Tides.

One Dock, 160 feet long, can take in Vessels drawing 11 feet at Spring Tides.

There are Houses at both Docks for the accommodation of Captains and Crews of Vessels.

All kinds of Ship and Blacksmiths Work done.

The Large Dock pumped out by an Engine.

The Proprietors beg to notify the Merchants, Ship Owners, and Captains, that their charges for Docking are lower than any in China.

No Commission charged upon any Metal or Stores supplied by the Ship.

Apply to
G. HARPER & Co.,
Hongkong, or to
Mr. JAMES BADENOCH,
Manager, Whampoa.

if Hongkong, 4th September, 1864.

Docks.

HONGKONG AND WHAMPOA DOCK COMPANY.

THE COMPANY'S DOCKS at WHAMPOA are in full working order, and the attention of Shipowners is respectfully solicited to the advantages which this Establishment offers for the Docking and Repair of Vessels.

The following description of the Premises is submitted for the information of the Public.

DOCK A.

Built of GRANITE.	
Length	500 feet
Breadth	80 "
Depth of Water at Spring Tides	16½ a 17 ft.
do. Neap "	13½ a 15 "

This can be used either as one or two Docks

DOCK B.

Built of GRANITE.	
Length	340 feet
Breadth	60 "
Depth of Water at Spring Tides	16 feet
do. Neap do.	15 "

This Dock is at present in course of alteration, the above are the largest Docks in China, and they are fitted with every appliance in the way of Caissons, powerful Steam Pumps, &c., to ensure safety and despatch in work.

DOCK C.

Built of Wood.	
Length	200 ft.
Depth of Water at Spring Tides	14 "
do. do. Neap "	11 "

Fitted with Caissons and Steam Pumps.

DOCK D.

Length	154 feet
Depth Water at Spring Tides	10,0 "
do. do. Neap "	9,0 "

DOCK E.

Length	120 feet
Depth of Water at Spring Tides	11 "
do. do. Neap "	9 "

D, and E, are Mud Docks available for small vessels, at very low rates.

WORKSHOPS.

The Workshops on the Premises possess every appliance necessary for the Repairs of Ships or Steam Machinery. The Engineer's Shops are supplied with Lathes, Planing, Screwing, Cutting, Punching Machines, &c. &c. capable of accomplishing work on the largest scale, and driven by Steam, the Shipwright's and Blacksmith's Shops are equally well supplied with plant, and the work is entirely carried on under the Supervision of experienced Europeans.

Powerful Lifting Shears stand on a Jetty, alongside which vessels can lie in 24 feet water and take in or out boilers, masts, &c.

BOILERMAKER'S DEPARTMENTS.

The Company in addition to executing Repairs are prepared to tender for supplying new Boilers to Steam-ships, for constructing which they have great facilities.

FOUNDRY.

Iron and Brass Castings, either for Ships or general purposes, are executed with the utmost despatch.

STORES.

The Company's Stores will (when required) supply as moderate rates all the necessaries for Shipwork, such as Paint Copper, Canvas, &c., &c.

STEAM TUG.

The Company's powerful STEAM TUG *Fame*, (110 Horse-power nominal) is always in readiness to Tow vessels from Hongkong to the Dock *free of charge*, and will take them back to Sea at reduced Rates.

For further particulars, apply to G. N. MINTO, Manager at Whampoa or in Hongkong to
D. LAPRAIK,
Secretary.

N.B.—The Consignees or Master of any Vessel seeing reason to complain of the work done in the Docks, or in any way respecting the Dock arrangements, should address the Secretary on the subject—when their complaints will receive the immediate attention of the Directors of the Company.

Hongkong, April 26, 1864.

UNION DOCK COMPANY OF HONGKONG AND WHAMPOA.

THE Company respectfully beg to call the attention of Ship Owners, Agents and Masters to their Establishments at WHAMPOA, which offer every facility for the DOCKING and REPAIR of Vessels of all classes.

Their Docks in Whampoa, which comprise Four, have been in successful operation for the last Twelve Years, and are now in good Working Condition.

The Docks are pumped out by a Steam Pump in Five hours, and capable of taking in Vessels drawing 16½ feet at Spring Tides.

The Work Shops comprise the different Departments of the Shipwright, Blacksmiths, Boiler Maker, and Foundry—possessing all the necessary appliances for the Repairs of Ships, Steamers, and Steam Machinery.

The Stores in the different Departments consist of the best Materials, which can be supplied to Vessels on the most reasonable Terms.

A Jetty, with a powerful Lifting Shears, alongside of which Vessels can lie and take out Masts, Boilers, &c.

A Steam Tug always in readiness to Tow Vessels in the Docks, free of charge, and will tow them back to anchorage or to sea at Reduced Rates.

All Work carried on under the superintendence of experienced Europeans.

For further particulars, apply to
J. B. ENDICOTT,
Secretary.
or CAPT. T. E. RENNELL,
Manager at Whampoa.

N.B.—The Consignees or Masters of any Vessel seeing reason to complain of the Work done in the Docks, or in any way respecting the Dock Arrangements, should address the Secretary on the subject—when their complaints will receive the immediate attention of the Directors of the Company.

if 950 Hongkong, 21st March, 1865.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS, are informed that the DOCK COMPANY'S ESTABLISHMENTS at the above Port, afford every facility for Repairing and Sparring Vessels and for Cleaning and Painting Iron and Steam Ships.

Their large GRANITE DOCK, 286 feet long on the Blocks, is in complete Working order, and at average Spring tides can take Vessels Drawing 16 to 17 feet Water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of Material required for Dock Yard use.

The Premises comprise an Engineer's Workshop, a large Smithy and Carpenter's Workshop, and the Works are superintended by Resident Europeans, viz., a Shipwright, an Engineer, and a Blacksmith. Dry Godowns for the reception of Vessels stores &c., when requiring to discharge them.

if 966 23m Amoy, March 1865.

Insurances.

EAST INDIAN UNDERWRITERS ASSOCIATION OF BOMBAY.

The undersigned having been appointed Agents for the above Society, are prepared to accept Marine Risks and issue Policies on the usual terms, payable in London, Liverpool, Bombay, Karrachee, Calcutta, Shanghai, or Hongkong.

ADAM SCOTT & Co.

if Hongkong, 28th December, 1864.

CHINA FIRE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

Detached and semi-detached Dwelling Houses removed from Town, and their contents	½ per Cent.
Other Dwelling Houses used strictly as such, and their contents, Godowns, Offices, Shops, &c., and their contents	¼ per Cent.

GIBB, LIVINGSTON & Co.
Agents China Fire Insurance Company.

if 873 Hongkong 8th March, 1865.

THE COMMERCIAL UNION ASSURANCE COMPANY OF LONDON.

CAPITAL £2,500,000 FULLY SUBSCRIBED.

THE undersigned having been appointed Agents for this Company are prepared to accept Marine and Fire Risks on the usual terms.

THE BORNEO COMPANY LIMITED.

if 780 Hongkong, 16th February, 1865.

TO TRADESMEN AND OTHERS

BUSINESS CARDS neatly Printed at the Office of this Paper at the rate of One Dollar per hundred.

1097 Hongkong, April 8, 1865.

NOTICE.

THE Next Criminal Sessions of the Supreme Court will commence TO-DAY, the 18th day of April, 1865 at twelve o'clock, noon.

WM. MASSON,
Acting Registrar.

DEPARTURES OF STEAMERS.

The s. s. "*Clan Alpine*" leaves for Singapore, Penang and Calcutta To-day, the 18th Instant, at 4 P.M.

The str. "*Oriflamme*" leaves for Shanghai, on the 20th Instant, at 4 P.M.

The S. S. "*John Bright*" leaves To-day, at 2 P.M., for Singapore, Penang and Calcutta.

The "*Sir Harry Parkes*" leaves for Swatow, Amoy, and Foochow, To-day, the 18th Instant, at 10 A.M.

BIRTH.

On Sunday morning the 16th Inst. at Wyndham Street, Hongkong, the wife of Mr. Y. J. MURROW of a son.

MARRIAGE.

On the 13th inst. at St. John's Cathedral by the Revd. Thos. STEINGER, THOMAS PEACOCK to MARY JOHNSTON WORTHINGTON only daughter of the late JOHN WORTHINGTON Esq. Solicitor, Manchester England.

On the 17th Inst. at the new Union Chapel by the Revd. Dr. Legge Mr. J. W. SARTEN second son of Capt. JAMES SMITH of Harwich to Mary, fourth daughter of Mr. ALEXANDER ANDERSON of Edinburgh.

DEATH

At Hongkong on the 15th April 1865, JAMES DICKINSON, Private 2nd. Batta. 9th Regiment Aged 25 years.

The Daily Press.

HONGKONG, APRIL 18, 1865.

We copy on our fourth page, from the Melbourne Argus, an account of the *Shenandoah's* visit to that port. As she may be expected here shortly, a perusal of the extract may be found interesting.

MESSRS. Landstein & Co. have addressed us stating that they never were the charterers of the steamer *Pootung*. It is little use to carry on a game of words; they may have been the shippers of the cargo, or the owners of it, or have advanced money on it, or have contracted to deliver it. They know best, and we know they were intimately connected with the venture to Tongsan, for attempting which the *Pootung* was seized.

THERE was a meeting of the Chamber of Commerce yesterday on the subject of the complaint of the Chinese merchants against the operation of the compradoric currency which prevails here. We did not send a reporter, because we did not feel sure whether he would be welcomed or ejected, as the Volunteers were from the Club.

We understand that their Eminencies the Compradores had managed completely to earwig their masters. No remedy was suggested, no evil admitted, no committee of enquiry nominated. The stand was taken that until the Chinese merchants recommenced business, their complaints would not be listened to—and that if foreign merchants succumbed to such a combination, the Chinese would resort to it on every occasion, and would place the foreigner in a very precarious position.

That the Chinese merchants have commenced with too high a hand, there is no doubt—but that they have deep cause of complaint there is very little. Yet we think the Chamber should have nominated a commission of enquiry, because we do not think that the members of the Chamber generally understand the evil complained of.

The Chinese Consoo had better be advised. They have, we hear, inflicted a fine on one of their members of fifty dollars per chest, for having brought five chests Opium—on another, one hundred dollars per chest on the purchase of nine chests. The parties fined are members of the Consoo, and the purchases were made in defiance of the rules of that illegally constituted body.

AS MOST of our readers are aware, the mail Steamer *Benares* after leaving the P. & O. Company's wharf on Saturday the 15th inst. at 2 P.M., touched the ground off the Harbor Master's office, and as the tide was falling she remained hard and fast. The water could not have fallen many inches after she grounded, because the ship did not heel over the fraction of a stroke. At ten o'clock at night, the tide having risen, the ship was hauled off, and proceeded to sea the following morning (Sunday the 16th) at nine o'clock.

The affair would hardly be worth mentioning but for the steps adopted by the acting Superintendent of the P. & O. Company. That gentleman was so much dissatisfied with the conduct of Capt. Collett in respect to the *contretemps*, that the latter was superseded in the command of the *Benares* and Captain Tomlin of the *Formosa* was appointed in his stead.

Whether Mr. Dalziel acted harshly or wisely in adopting this step, it is not for us to decide. That he acted according to the dictates of his judgment there is no manner of doubt—that he had a most painful duty to perform there is as little; and therefore we consider that his conduct is not only to be highly commended, but that both the P. & O. Company, and the public should support and thank him. Assuredly, if a man will not act on the dictates of his own judgment and convictions, he has no business in such a responsible position as that which Mr. Dalziel now occupies.

Touching however the risk attending the mail steamers going alongside the new wharf. We are under the impression that the P. & O. Company should appoint an officer for the purpose of taking their steamers to and from this wharf. The operation is one that requires practice. At all the ports in Great Britain, the pilot and the dockmaster take charge of a ship, the master not being admitted to have any status whatever in the management of the vessel. At Calcutta the same rule is in force, and so it must be at all ports of any magnitude. Capt. Collett of the *Benares* in all probability had never undertaken such an operation in his life before—it was thrust upon him and he felt compelled to go through with it. He actually attempted an utter impossibility. By no seamanship nor management could he have conducted the *Benares* into the situation by the course he pursued. Had he escaped grounding where he did, he must have grounded further on. He actually took the passage for sampans—nor could he have gained any other excepting by turning the ship round—which should have been done with warps opposite the wharf he left.

It is notorious that experienced and able navigators, men who can keep their ships in effective order and who in the event of a mile or other contingency can show themselves to be true sailors in theory and in practice—are nevertheless unnerved when they see land. Their strength lies on the deep, and their *forte* is "sea room." Such men, invaluable in their proper sphere, are less capable of taking a ship to or from a wharf, than one of their passengers, because the inexperienced landsman will be glad of advice, whereas the old sea-dog is above it.

Besides—if half a dozen mishaps occur to half a dozen steamers, the master of each receives one lesson, and no more—but if half a dozen lessons were taught one man, he would learn a great deal. Thus—if the P. & O. Company had a man appointed to bring their ships to and to take them from the wharf, he would soon become an adept. But as for making a dock master of every one of their commanders, they will never succeed.

The P. & O. Coy. should have learnt what we state by experience are this. One would suppose it to be an easy matter to take a large steamer alongside the *Fort William*—yet that hulk's stern has been punched out of all shape, the steamer's stems having latterly commenced upon the obliteration of the craft's antique cognom en.

There is something unaccountable in the gyrations of these long clipping steamers. One would suppose that Captain Methven, of the *Emeu* had had sufficient experience in these waters to enable him to run his jib boom into a mosquitoe's eye—yet the last time he came into port he struck a junk and put both the crew thereof as well as his own Superintendent into a tremendous state of alarm.

Before closing our remarks on this subject, we have one word to say to the harbor master. From the West there is an excellent passage kept open as far as Pedder's wharf. From the P. & O. wharf this passage commences to be blocked up by sampans' moorings, by water and cargo boats and by sampans. The passage is a *cul de sac* and the *Benares* made for the closed end. We do not defend the manœuvre neither do we advocate a thoroughfare being established. We do not object to the steamers (sea going and river), to the water boats to the cargo boats, to the delapidated and the renovated yachts—nor even to the China boats anchored to suit the views of their occupants—but we do very strongly object to each and every of these craft having one, two, or more sampans towing astern. Surely there should be a clear passage towards the centre of the harbor kept opposite Pedder's wharf! As matters now stand, it is all pretty well in broad daylight with the water quite smooth—but this we know, that several times in returning from Kowloon about dusk we have had difficulty in finding a passage in, even although we made a Considerable detour. We submit that no vessel in that neighbourhood should be allowed to have a boat hanging astern, and we further submit that small sampans should not be allowed to anchor in the passage.

WE are really at a loss what to think or to state on the subject of the expenditure of Surveyor General's department. The entire expenditure of the colony between the years 1850 and 1854 ranged from £34,000 to £36,000—or say $170,000. The Chancellor of the Exchequer had to pay out of this about $50,000, and the consequence was that every year on the estimates being brought up, there was a haggle in the House of Commons about the extravagance of the Hongkong Government, and the Ministers were compelled to sigh through it. Now however, the OUTLAY ON THE SURVEYOR GENERAL'S DEPARTMENT ALONE, COMES TO TWICE AS MUCH AS THE ENTIRE EXPENDITURE OF THE COLONY THEN DID!! According to last year's returns of revenue and expenditure, the outlayon the Surveyor General's department rather exceeded one thousand dollars per day.

Ever since the advent of Governor Robinson, the expenditure of the Surveyor General has exceeded all bounds. His Excellency did not attempt to conceal the fact. He used to tell his Council that the Colony required three great desiderata—water works, a new gaol, and a pray; he always promised that when these works should be completed, the expenditure would be vastly reduced.

When, however, these necessary works had been completed, the expenditure of the Surveyor General's department, instead of decreasing, actually increased. To be sure the Mint will account for some of this—how much we cannot tell because all explanation is withheld—say $50,000 at the outside.

We feel very sure that corruption does not prevail in the department, although really matters wear an appearance to justify the conclusion. Public officers do not throw away public money for nothing. They either spend it conscientiously and necessarily, or they squander it for the sake of what they can make out of it. Moreover, mismanagement and extravagance are always coupled, and of course are quite incompatible with economy.

Now take the cost of our pavements—they are in a most wretched state—the roads are full of ruts—the pathways teem with traps. Instead of repairing them, the Acting Surveyor General spends about ten times as much as would be required to do so, in flagging some steep streets with smooth slippery granite, which as soon as the Acting Governor heard of, he incontinently stopped.

In the same manner—Governor Robinson himself condemned the present prayn wall, after having forced the Marine lot holders to build it, and after allowing them to pay the Surveyor General a commission for constructing it. His Excellency then suggested to the victims an extension of the work at their expense, which they firmly declined. The Chinese lot holders were then forced into an arrangement by which they were made to pay the expense of building a wall one hundred and thirty feet beyond the present condemned one, of course filling in the intervening space and paying crown rent thereon. The construction of this new work has been pronounced by able Surveyors to be more faulty and frail than that which has already been condemned.

This work does not affect the public expenditure, because the poor Chinaman are made to pay for it. Where then does the money go? Why is it spent? Do the contractors pay the Acting Surveyor General douceurs, and hence his fondness for wasting the public money in giving them employment? We feel very sure that this is not the case—we repudiate the idea with indignity—yet still it is passing strange that the Acting Surveyor General should spend $1000 per day—that he should make expensive, slippery, and dangerous pavements in steep places, and should let the pavement in frequented thoroughfares go to wreck and ruin—stranger still that after condemning one seawall he should make another of an absolutely worse construction.

The bungling, the waste, the ignorance, the rejection of advice, and the utter incompetency of the Surveyor General's department, are absolutely lamentable.

COMMERCIAL POSTSCRIPT.

Hongkong, April 17, 1865.

Opium—Patna $617½, Benares, $617½—Malwa, $650—Patna on time $650—Future sales $620—quiet; Chinese still hold out.

Cotton—rates nominal as last quoted—Chinese not purchasing.

Rice—Rates nominal as last quoted—Chinese not purchasing.

Exchange—Bank Bills on Calcutta 3d/s. 216 Rs. on Bombay 216½ Rs.—on London On s. 4s. 5½d.

Gold leaf 23.10.—Gold Bar 22—Scarce nominal.

Specie 0½ per cent prem—Scarce.

H. K. and Shanghai Banking Co's Shares 16½ per cent prem. cash—July time 19 per cent. prem. Jan. time 25 per cent premium.

H. K. Gas Co.'s Shares £3.10. per Share premium—sales.

From the Hongkong GOVERNMENT GAZETTE.
Victoria, Saturday, April 15th, 1865.

No. 63.

PROCLAMATION.

W. T. MERCER.

By His Excellency WILLIAM THOMAS MERCER, Esquire, Acting Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies, and Vice-Admiral of the same.

Whereas the Commands of Her Most Gracious Majesty The QUEEN, conveyed through The Right Honorable EDWARD CARDWELL, M. P., Principal Secretary of State for the Colonies, have been received, approving of and confirming the following Ordinance, namely:—

No. 8 of 1864, entitled—*An Ordinance to apply a sum not exceeding Six hundred and thirteen thousand Dollars to the Public Service of the year 1865.*

Now, therefore, it is hereby declared, that the said Ordinance has been so approved and confirmed, as aforesaid.

By His Excellency's Command,
W. H. ALEXANDER,
Acting Colonial Secretary.

GOD SAVE THE QUEEN!

Given at Victoria, Hongkong, this 10th Day of April, 1865.

No. 65. GOVERNMENT NOTIFICATION.

The following letter from the Coroner is published for general information, and the attention of owners, Consignees and Masters of Vessels, as well as of all connected with the Shipping Interest, is particularly drawn to it.

The efforts of Her Majesty's Navy and of this Government for the suppression of Piracy are seriously thwarted, so long as encouragement, in the case of the *Georg Andreas* is given to piratical enterprise by the culpable neglect of the most ordinary measures of precaution.

By Order,
W. H. ALEXANDER,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 13th April, 1865.

CORONER'S OFFICE,

VICTORIA HONGKONG, *12th April*, 1865.

SIR,—I have the honor to forward to you for the information of His Excellency the Acting Governor the depositions taken in the Coroner's Inquest held on the 1st, 3rd, and 8th April instant, upon view of the body of the Master of the Danish brig *Georg Andreas* who was killed in a piratical attack on the said Brig, when outside the Lyeyt-moon, on the day of the departure of the vessel from Victoria Harbour, viz. the 30th March ultimo.

The special reason which leads me to submit this case to His Excellency's notice is the marked carelessness and neglect exhibited by the absence of provision of arms and ammunition and preparation to defend the ship, this neglect being the more remarkable and reprehensible considering the serious warnings afforded by the annually recurring instances of Piracy, (accompanied and saddened by the loss of life officers and Seamen,) upon Foreign Vessels of small Tonnage, in the waters surrounding Hongkong, in most of which instances a similar want of precaution was observable, although not to the extent exhibited in the present case.

The summary of the evidence bearing upon the subject of this letter is contained in the following extract from the deposition of the Second Mate, which evidence was entirely borne out by the Chief Mate and other witnesses. The Second Mate deposed: "The Arms on board consisted of twelve muskets without bayonets, which were in a rack in the aft cabin, but "they were not loaded; we had no bullets for "them, and the gunpowder was below; we had "two small cannons, but these were lashed "amidships."

The crew of the *Georg Andreas* consisted of the Master, Chief Mate, Second Mate, and seven European Seamen, also a Chinese Supercargo, and a Chinese Steward, and it is painful to be compelled to believe, from the detailed account of the Piracy given by the seven surviving witnesses, that the life of the deceased man would in all probability have been saved, and the ship preserved from plunder, had there been reasonable means of defence on board.

It is desirable to note that the state of a ship with regard to arms, means of defence, and readiness to meet attack is well known to the Chinese trusted and employed in various ways about a vessel before departure, and there is reason to believe that collusion exists between some of such Chinese and pirates, or that a piratical scheme is concocted to attack a particular ship, invited thereto by the apathy, false security and carelessness of the Master and others interested in the vessel, which false security and carelessness ensure success without danger to the pirates.

I beg permission to express my opinion that although the Master of a ship is the person most responsible to the law for the conduct and well being of the ship, yet perhaps in a common sense view of the matter the Owner, Charterer, Agent or Consignee in this Colony, or at other Ports in China, is not altogether free from onus, especially when it is borne in recollection that many Masters of vessels are strangers to the Coast of China, and probably ignorant of the peculiar dangers arising from piracy, and the consequent necessity of taking precautionary measures.

It is not therefore too much to ask and expect that the persons referred to shall take an interest in the subject, by carrying out an understanding of observation with regard to the visiting rule of observation with regard to the arms, ammunition, means, and readiness of defence on board ships coming under their direction or management, and by giving advice or means of preventing a similar catastrophe to that now brought to notice.—I have the honour to be, Sir, Your most obedient servant.

C. MAY,
Coroner.

The Honorable
W. H. ALEXANDER, Esq.,
Acting Colonial Secretary.

No. 66.

GOVERNMENT NOTIFICATION.

With reference to Government Notification No. 52 of 29th Ultimo, it having been represented by the Registrar General, that much inconvenience has been entailed upon the Chinese Community by the change from 9 to 8 o'clock in the hour fixed after which Passes and lights are required to be carried, His Excellency the ACTING GOVERNOR is pleased to direct that Passes and lights shall not be required until and after 9 P.M.

By Order,
W. H. ALEXANDER,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 13th April, 1865.

Insurances.

CHINA FIRE INSURANCE COMPANY.
SUBSCRIBED CAPITAL, Tls. 2,000,000
in 400 Shares, of Tls. 5,000 each
Paid-up Capital, Tls. 200,000

Directors.

F. D. JOHNSON, Esq., (Messrs. Johnson & Co.)—*Chairman.*
H. H. WINSBY, Esq., (Manager Commercial Bank of India.)
R. R. TYSON, Esq., (Messrs. Olyphant and Co.)
F. POSTER, Esq., (Messrs. Gibb, Livingston & Co.)
J. THOMSON, Esq., (Messrs Thorne, Bros & Co.)
ROBERT TYSON, Esq. (Messrs. Russell & Co.)

Agencies are established at the several ports of China and Japan.

L. JOSEPHS,
Secretary.

Shanghai, 22nd August, 1864.

LANCASHIRE INSURANCE COMPANY.
CAPITAL—TWO MILLIONS STERLING.

THE undersigned having been appointed Agents of the above Company at Hongkong, and Canton, are prepared to Grant Policies against Fire on the usual Terms and Conditions. Losses settled without reference to England.

OXFORD & Co.

202 Hongkong, 4th November, 1864.

EASTERN MARINE INSURANCE COMPANY, REGISTERED.

THE business of this Company, has been transferred to The HOME AND COLONIAL ASSURANCE COMPANY, LIMITED, who will settle all claims, on policies issued, by the first named Company.

TURNER & Co.
Agents.

if Hongkong, 8th July, 1864.

Insurances.

AMICABLE INSURANCE OFFICE.

THE undersigned having been appointed Agents for the above Insurance Office, are prepared to accept MARINE Risks and issue Policies on any First-class Sailing Vessels or Steamers on the usual terms, payable in case of loss, in China Singapore, Calcutta, Bombay, or London.

BOB. S. WALKER & Co.

if Hongkong, 8th October 1864.

IMPERIAL FIRE INSURANCE COMPANY.
REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance viz:—

Detached & semi-detached Dwelling Houses removed from Town and their contents	½ per Cent.
Other dwelling Houses, used strictly as such and their Contents	½ per Cent
Godowns, Offices, Shops, &c., and their Contents	¼ per Cent

GIBB LIVINGSTON & Co.
Agents Imperial Fire Insurance Company.

if 864 Hongkong, 7th March, 1865.

HAMBURG, BREMEN, FIRE INSURANCE COMPANY,

THE Undersigned are now authorized to accept assurance against Fire at Hongkong and at any of the open ports in China to the amount of Mexican $30,000 on one Risk.

WM. PUSTAU & Co.
Agents.

Hongkong, 23rd March, 1861.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
157 LEADENHALL STREET, LONDON.
JAMES HARTLEY & Co.—*Managers.*
ESTABLISHED 1843.

THE Undersigned is authorized to accept risks on behalf of this Office, by First Class Steamers.

THOS. SUTHERLAND,
Agent.

if Hongkong, 17 March, 1863.

REDUCTION
In the rates of Premium for
FIRE INSURANCE.

THE undersigned have (as already intimated in their Circular dated 14th October last) received authority from the Secretary of the Royal Insurance Company to reduce the rate of Premium under certain circumstances, on private residences and or Furniture and effects therein contained.

In cases of Dwelling Houses removed from the Town the rate of premium will be three quarters per Cent in place of one per Cent per Annum as hitherto charged, and in cases of Residences, situated being detached or semi detached the rate will be further reduced to one half per cent.

The Royal's annual rates for fire Insurance on the various classes of Buildings and their contents will therefore remain as follows until further notice, viz:—

Detached and semi-detached Dwelling Houses, (removed from the Town) and their contents	¾ per Cent.
Other Dwelling Houses (similar by situated) and their contents	½ per Cent.
Offices and Godowns, and their contents	1 per Cent
China Houses and their contents	First Class, 1½ per Cent. Second Class 1¼ per Cent

Other Risks by Special arrangement.

ROBERT S. WALKER & Co.,
Agents, Royal Insurance Company.

if 714 Hongkong, 7th January, 1865.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

THE Undersigned having been appointed Secretaries and Agents of this Association, are prepared to issue Policies upon Marine Risks at current rates of premium. Policies can be made payable in LONDON, NEW YORK, BOMBAY CALCUTTA, SINGAPORE, HONGKONG, FOOCHOW and SHANGHAI.

In addition to the usual brokerage, this Association returns to the assured of each year as the close of each current year, fifteen (15%) per cent of the profits of the Company for that year divided pro rata to the amount of premium paid by each policy holder.

RUSSELL & Co.

Hongkong, 10th November, 1862.

PHŒNIX FIRE INSURANCE COMPANY.

The undersigned are prepared to grant Policies in this Office on the usual terms and conditions to the extent of £10,000 on any one building with its contents, or to the extent of £5,000 on three or more separate buildings in the same occupancy, and also to the extent of £30,000 on ship in Harbour, or their Cargoes.

SMITH KENNEDY & Co.

Hongkong, 27th October, 1862.

LONDON ASSURANCE CORPORATION.

UNTIL further notice the following Annual rates of premium will be charged for Fire:—

Detached Dwelling Houses removed from the Town, and their contents	½ per Cent.
Other Dwelling Houses used only as such, and their contents. Godowns, Offices, Shops, &c., and contents	1 per Cent.

DENT & Co.
Agents.

3m 861 Hongkong, 7th March, 1865.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

Capital—One Million Sterling.

THE DIRECTORS have the pleasure to announce the appointment of Messrs. HOLLIDAY WISE & Co., as Agents for this Company at Hongkong, Shanghai, Canton, Hankow, and Foochow, who are prepared to grant Insurances at Current Rates, and of whom all needful information may be obtained.

By Order of the Board
JAMES B. NORTHCOTT,
Secretary.

THE ROYAL EAST INDIAN MARINE INSURANCE COMPANY.
Incorporated under Act 10 of 1837.
Capital, Rs. 100,00,000.

THE undersigned having been appointed Agents for the above Company at this Port, are prepared to accept Marine Risks and Issue Policies on the usual Terms.

ADAM SCOTT & Co.

241 Hongkong, 1st November, 1864.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE undersigned having been appointed Agents in Hongkong for the above named Company, are prepared to grant Policies against sea risks at current rates.

RUSSELL & Co.

1022 1.3 M Hongkong, 1st April 1865.

LONDON AND LANCASHIRE FIRE INSURANCE COMPANY.

THE undersigned, Agents for the above Company, are prepared to accept INSURANCES against FIRE upon European Build

The Daily Press

Tuesday, April 18th, 10 A.M.

Second Edition.

ARRIVALS.

April 17, ABENA, (of Liverpool,) Brit. bk., (wood.) 231, Wm. Murray, Sual, April 13th, Rice, and Sugar.—JOHN BURD & Co.

April 17, INDOMITABLE, (of Calcutta,) Brit. sh., 1211, (wood,) G. C. Carrew, Singapore, 23rd March, Rice.—B. J. CAMA & Co.

April 18, EBERHARD, Brem. bg., 150, C. P. Haesloop, Sydney, Feb. 17th, Coals—ORDER.

April 18, COREA, Brit. str., Bird, from Foochow, AMOY, and SWATOW, Sundries.—P. & O. S. N. Co.

April 18, APOLLO, Brit. bk., coming in at 9 A.M. E.

REPORTS.

The *Indomitable*, spoke the Vanguard, on 15th, April from Shanghai bound to London in Lat. 19.23 N. Long 115.23 E.

The *Corea*, left Foochow same day as the *Prince Kung* for Hongkong *via* the Ports. The *Glaugle* was going into Foochow as the *Prince Kung* was coming out. Saw the S. S. *Viola* off Turnabout.

The *Gossamer* from Shanghai arrived 16th.—Saw the *Serica* off Chelang Point at 10 A.M. on 15th, last; also same day exchanged signals with the British Barque *Queen of Commerce* 47 days out from Singapore, bound to Ningpo; on the same day off Pedro Blanco fishermen reported two junks in sight to the westward of the *Gossamer* to be pirates.

The *Oracle* experienced light northerly winds during the whole passage from Singapore and strong S. W. currents.

Rangoon News.

Freights. The *Aurora* Australia 11th March and the *Sepia* have been let out at 60. cents the *Sir Harry Parkes* at 87½ per picul to Hongkong, the *T. G. Fickle* accepted 35 cents for Penang, 40 for Singapore and the *Helen Morrow* 27½ and 35 respectively for the same ports. For Europe there is nothing offering in Rice and Timber freights are also very dull £3,10 @ £3.15. Bassein Reports of 8th. Inst. quote good 4 parts Rice @ Rapees 131 per 4 Bkt. with a moderately supplied market. The Tonnage there was also increasing and prices were not expected to go any lower.

Vessels loading in Rangoon.

Vessels in Port of Rangoon 11th March, 1865.

Bound to China.

Brit. bks. *Memento, Falcon*, (O'Sullivan) *Sepia*, and *Alisia*, Brit. ships *Florence Nightingale, Aurora Australie, Sea Queen, Fairlight, John Brightman, Ho-sang-ho*, French bks. *Robert Stewart, Auguste Doria*, Prus. bk. *Edward*, Russ. bg., *Caroline* Austrian bk. *Mercurio* Portuguese ship *Cæsar*, Siamese barque.

Hinghai.

FOR LONDON—*Wave Queen, Sarah Newman, Marcellus Shaw, Samuelson, Von Berg, Sardinia, Xelus, Italia, Sabina, Enoch Benner, Dundemere, Matador, Junar, Hindoston, Mount Pleasant, St. Louis, T. F. Southard, General Shepley, Albert Edward, Macassar.*

FOR STRAITS—*Enterprise, Mahe, Tuchimann, Drache, Aldeboran, Nizam, Lieut. Beitel, Amazone, Harmonie, Peri, Henry, Darling, Lawrence, Naiad, Hero, Wilhelmine, Virginie, Maggie, Chillingham.*

FOR BOMBAY—*Intana, St. Hilda, Jesus.*

FOR PENANG—*Helen Morrow.*

MACAO SHIPPING.

DEPARTURES.

Apr. 14, Emilie, for Manila

RANGOON SHIPPING.

CLEARANCES.

Feb. 26, Tycomouth, str, for Hongkong
Mch. 1, Harvest Home, for do
1, E.F. Max. (Aust.) for do
1, Taisoo, (Hamb. bk.) for do
2, Lancaster, for do
2, Julia Ann, for do
2, Dunmail, for do
2, Albatross, for do
4, Roscote, for do
4, Wm. Mitchell, for do
6, Otto, (Dan. bg.) for do
7, Victoria, (British) for do
7, Adder, for do
9, Forfitude, for do
8, Ozaca, for do
8, Elizabeth, for do
9, Thurso, (British) for do
9, Atilla, (Austrian) for do
10, Havelock, (British) for do
10, Pestonjee Bomanjee, (British) for do
10, Niagara, (Nor.) for do
10, Notos, Hamb. for do
10, Blue Jackets, Brit. for do
10, John Bull, Brit. for do
10, Elizabeth Morrow, Brit. for do
10, Melbourne, Hamb. for do
11, Express, Brit. for do
11, Sir Harry Parkes, Brit. for do

IMPORT CARGOES.

Per S. S. "Fusi Yama"

Passengers 70 chinese. Rice 6,817 bags. Saltpeter 750 bags. Tin 2,500 slabs. Opium 325 chests. Sago 230 bags. Pepper 27 bags. Piece goods and Sundries 512 Packages.

Notices of Firms.

THE Interest and Responsibility of Mr. J. RUTTUNJEE in our Firm ceased on the 28th of February last.

D. RUTTUNJEE & Co.

1084 1m Hongkong, 7th April, 1865.

MR. JOHN STEWARD LAPRAIK is authorised to sign my name per procuration from this date.

D. LAPRAIK.

1f Hongkong, 1st April, 1865.

THE Business of Messrs. SEILLIER MATIFAS & Co., Patent Confectioners, will be hereafter carried on by CHARLES FRIEDRICH who begs to inform the respectable Community of Hongkong, that he is ready to fulfil any orders they may be favoured with for Bread and all kinds of Pastry and Confectionary at a very short notice, and he hopes by careful attention to merit a portion of Public patronage.

Orders will be received at his residence, Battery Road, No. 9, West Point, near the Sailors' Home.

455 Hongkong, 23rd December, 1864.

THE Partnership hitherto carried on by the undersigned EDWARD TOWNEND, and by RICHARD BELL DAVIS, at Hankow, as Commission Agents, under the style of DAVIS, TOWNEND & Co., has been dissolved by consent.

EDWARD TOWNEND.

238 Hankow, 1st September, 1864.

THE Undersigned have this day admitted as Partners MR. FRANK DARTALL WEXFORD & MR. CHARLES STOREY, constituting the Firm of STOREY, WEXFORD and STOREY, Civil Engineers as *Architects, Surveyors and Civil Engineers.*

C. H. STOREY.

1f 946 Hongkong, 23rd March, 1865.

THE undersigned have this day admitted MR. J. W. WOOD, a Partner in my Business, which will in future be carried on under the Style of the Firm of CERRUTI, WOOD & Co.

G. E. CERRUTI.

356 Ningpo, 10th February, 1865.

MR. J. W. H. EICHRICH was admitted a Partner in our firm on 1st January last.

SMITH, KENNEDY & Co.

3m 1142 Hongkong, 15th April, 1865.

NOTICE.

DURING the absence of Mr. THOS. PEACOCK in the Colony Mr. JOSEPH SEARLE and Mr. ROBERT EWCETT ADDISON are authorised to sign our Firm per procuration.

THOS. PEACOCK,

Victoria Exchange.

1f 1140 Hongkong, 15th April, 1865.

Notices of Firms.

BY mutual agreement the re-ponsibility pertaining to the interest of Mr. G. H. KOHRS, in our Firm, will cease on the First of April prox., and Mr. F. A. F. KUHNE, who will carry on the Business under the Style and Firm of KIEMER & Co., will settle all outstanding accounts.

RIEMER, KOHRS & Co.

3m 883 Foochow, 1st March, 1865.

THE undersigned hereby notifies that he will henceforth carry on his own business in his own name, his connexion with Mr. James Green having ceased from the 15th inst.

He further begs leave to request that no outstanding bills shall be paid without his signature.

THOS. HAWKINS.

Livery and Commission Stables, Veterinary and Horse Shoeing establishment, rear of Military Barracks.

1f 827 Hongkong, 17th March, 1865.

THE Interest and Responsibility of the late MR. MUHAMMADJEE DIWANJEE GHANDY in our Firm, ceased on the 31st December, 1864.

M. D. GHANDY & Co.

3w 1001 Hongkong, 28th March, 1865.

THE interest and responsibility of A. BERNARD in the Oriental Hotel ceases in the following manner:—

All debts due to the establishment previous to 16th March will be collected by A. Bernard.

All debts contracted *before* and *after* 16th March are payable by the present Proprietors Messrs. FREYER & Co.

Subject to the above condition A. Bernard's responsibility terminated on 16th March, 1865.

1f 974 Hongkong, 24th March, 1865.

MR. CHARLES WILLIAM MATTHEW HUDSON is admitted a Partner in our Firm.

CRAVEN, WILSON & Co.

Hankow, 1st July, 1864.

THE Undersigned having taken over the business of Messrs. BOWRA & Co. in this Colony from Mr. W. A. Bowra (who retires from the firm this day) beg to solicit a continuance of the patronage hitherto so liberally bestowed.

F. M. HARSANT.

GEO. A. F. NORRIS.

Hongkong 1st May, 1862.

NOTICE.

THE Interest and responsibility of Mr. WALTER MOTHULYAN, and of Mr. EDWARD MORRIS FERMIN, in our Firm, terminated on the 31st December, 1864, through lapse of time; and Mr. EDMUND PEN was admitted a Partner on 1st January, 1865.

ELLIS & Co.

1m 923 Amoy, March 16.

ON the 1st of August, 1864, we shall establish in Hongkong a branch of our firm similar to those established by us in Batavia, Soerabaya, Samarang and Singapore.

BAHLMANN & Co.

1f Amsterdam 6th June, 1864.

WITH reference to the foregoing circular we have this day established ourselves as General Merchants and Commission Agents, Mr. A. Meyer, will sign our firm per procuration.

Office, Stanley St. No. 13.

BAHLMANN & Co.

1f Hongkong, 1st August, 1864.

NOTICE.

THE BUSINESS heretofore carried on under the name of G. HARPER & Co. as SHIPWRIGHTS, ceases by lapse of time from this date, and will be continued hereafter under the name and style of

JNO. RIACH & Co.

3m 1030 Hongkong, 1st April, 1865.

THE Interest and responsibility of Mr. W. HALLENSTEBEN, in our Firm has ceased.

GROSSER & Co.

Japan, 31st December, 1864.

MR. H. BOMEYER has been admitted a partner in our Firm at this port.

GROSSER & Co.

1f 781 Nagasaki, 1st February, 1865.

MR. EDUARD ROSTUNEN, is authorised to Sign our Firm in China from this date.

G. SEWJEE & Co.

511 Hongkong, 2nd January, 1865.

THE Business of the undersigned as PUBLIC TEA INSPECTOR AND COMMISSION AGENT at this Port will from this date be carried on under the Style of KINNEAR & Co.

W. B. KINNEAR.

665 Foochow, 1st January, 1865.

NOTICE.

WE have established a Branch of our Firm at Takao (Formosa) on the 3rd Inst.

KIELMANN & ALIRSH.

1124 13.4 3m Amoy, April, 1865.

MR. HENRY WM. WOOD will, from this date take charge of our Business at this Port.

For The Borneo Company Limited,

WM. ADAMSON, *Manager.*

1f 777 Hongkong, 16th February, 1865.

WE have established a Branch of our Firm at Chefoo, and Mr. J. D. THORBURN will sign our Firm per procuration at that place.

MEADOWS & Co.

1f-2800 Tientsin, 2nd November, 1864.

THE Business heretofore conducted in Yokohama, by the undersigned, as Agent for Messrs ACHWATEN HEARD & Co., of China, will after this date be managed by MR. ARTHUR O. GAY.

C. D. MUGFORD.

394 Yokohama, 30th November, 1864.

THE Interest and Responsibility of MR. C. KOOPMANSCHAP in our Firm ceased on the 30th of June last.

BOSMAN & Co.

564 Hongkong, 31st December, 1864.

MR. WM. H. VICKERMAN is hereby authorized to sign for our Firm per procuration from this date.

FAWCETT & Co.

1f Hongkong, 12th September, 1864.

THE interest and responsibility of MR. ANTHONY BLEEKER NEILSON, in our Firm, ceased on 30th June, 1864.

OLYPHANT & Co.

1f 677 China, 8th March, 1865.

MR. W. C. VAN GORDT, has this day been admitted a partner in our Firm.

BOSMAN & Co.

1f Hongkong, 1st April, 1865.

MR. WM. OTTO PAULY, has this day been admitted a partner in our Firm which now consists of WM. KUPFER, GEORGE NEIDHARDEN, and WM. OTTO PAULY.

BEHRE & Co.

494 Saigon, 1st January, 1865.

THE Business hitherto carried on by the undersigned as Printer and Stationer, will from this date be conducted under the Firm or Style of NOMOTHA & SONS, Mr. HENRIQUE L. NOMOTHA and Mr. DIOGLEGANO L. NOKONHA having been admitted as Partners.

D. NOKONHA.

4w 1101 Hongkong, 10th April, 1865.

MR. EDWARD PRYER, has this day been admitted a Partner in our Firm.

Mr. ERNEST DEACON, is authorized to Sign our Firm per procuration.

DEACON & Co.

497 Canton, 1st January 1865.

MR. W. C. VAN GORDT has this day been admitted a partner in our firm.

BOSMAN & Co.

1f 1054 Hongkong, 4th April, 1865.

I Have this day established myself at this Port as PUBLIC TEA INSPECTOR and GENERAL COMMISSION AGENT.

THOMAS THOMAS.

503 Canton, 1st January, 1865.

THE Undersigned have been appointed Agents for Lloyds at Canton and MACAO.

Communications at Macao to be addressed to Mr. E. L. LANGA, H.B.M. Consular Agent there.

GILMAN & Co.

1f Hongkong, 25th April, 1863.

WE have this day established Ourselves at this Port as Merchants and Commission Agents under the style and Firm of STRACHAN and THOMAS.

W. M. STRACHAN.
J. THOMAS.

Yoop Yokohama, 1st July, 1864.

WITH reference to the above I beg to give notice that from this date my business at this Port will be carried on under the style and Firm of STRACHAN and THOMAS.

J. THOMAS.

Yoop Yokohama, 1st July, 1864.

WE have this day established a Branch of our firm at Tientsin.

E. & J. MEYER.

1019 1.4 3m Hongkong, 1st April, 1865.

WE have established a Branch of our Firm in Hongkong. Office No. 3, Gough Street.

MARGESSON & Co.

1-11a. Canton, 1st January, 1865.

Vessels Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON	Banda	Morris	Whampoa	Johnson & Co.	Quick dispatch.
Do.	Pek-wan	Wawn	Hongkong	Adam Scott & Co.	Quick dispatch.
Do.	Broadwater	Young	Whampoa	Jardine Matheson & Co.	Quick dispatch.
SUEZ, &c.	Alphee Fcis. mail str.	Bellevue	Whampoa	Messageries Imperiales	26th Instant at Noon.
HAVRE	Immaculee Conception	Wilson	Hongkong	Landstein & Co.	Quick dispatch.
S.HAI, CHEFOO & TIENTSIN	Britain's Pride		Hongkong	Mac Ewen & Co.	Quick dispatch.
NINGPO	Una	W. Cann	Hongkong	Johnson & Co.	Quick dispatch.
LIVERPOOL	Vanda	Wm. Freeman	Hongkong	Adam Scott & Co.	Quick dispatch.
SAN FRANCISCO	Kingfisher	Babson	Hongkong	Parker & Co.	Quick dispatch.
Do.	Waterloo	Robinson	Hongkong	Augustine Heard & Co.	Quick dispatch.
Do.	Constancia	A. Hughes	Hongkong	Russell & Co.	Quick dispatch.
MELBOURNE & SYDNEY	Mary Glover	Walker	Hongkong	Parker & Co.	Quick dispatch.
Do.	Joshua Bates	H. Seemann	Hongkong	Landstein & Co.	Quick dispatch.
Do.	Louis Knippler	Bissett	Hongkong	Augustine Heard & Co.	Quick dispatch.
Do.	Atrevida	D. Guevel	Hongkong	Turner & Co.	Quick dispatch.
MANILA	Navarro	Barredo	Hongkong	Reynolds & Co.	Quick dispatch.
Do.	Ticonno	Labarbe	Hongkong	Vaucher & Co.	Quick dispatch.
	Felix	Locke	Jungkong	Smith, Kennedy & Co.	Quick dispatch.
SAIGON	Belted Will	Inglis	Hongkong	Turner & Co.	To-day at 10 A.M.
FOOCHOW & AMOY	Black Prince	Cull	Hongkong	D. Lapraik	Quick dispatch.
Do.	Sir Harry Parkes	White	Hongkong	Gibb Livingston & Co.	Quick dispatch.
S.TOW, AMOY & FOOHOW	Corriemulzie	Mann	Hongkong	N. Mody & Co.	To-day, at 4 P.M.
SINGAPORE	Feroze Shah	Crockett	Hongkong	Jardine Matheson & Co.	To-day at 2 P.M.
SINGAPORE & CALCUTTA	Clan Alpine	Betham	Hongkong	F. B. Cama & Co.	Quick dispatch
Do.	John Bright	Clausen	Whampoa	E. & J. Meyer	
Do.	Conrad				
CHEFOO & TIENTSIN					

STEAM TO CANTON.

The "*Plymouth Rock*," To-day, at 3 P.M.
The "*Kin-Shan*," To-day, at 9 A.M.
The "*Haskow*," To-morrow at 9 A.M.

STEAM TO MACAO.

The "*Fei-seen*," Today, at Noon.

For Freight or Charter.

THE A 1 British Barque

"CHALGROVE,"

Captain Armstrong, of 509 tons register.
Apply to

BIRLEY & Co.

1173 tf Hongkong, 15th April, 1865.

THE A 1 British Ship

"LODORE,"

Captain Hewitt, of 850 tons register.
Apply to

BIRLEY & Co.

1f 1134 Hongkong, 15th April, 1865.

THE A 1 British Ship

"HIPPOLYTE,"

853 tons register.
Apply to

TURNER & Co.

1f 1139 Hongkong, 15th April, 1865.

THE A 1 13 years British Barque

"GYMBELINE,"

Captain Lubey, of 399 tons register.
Apply to

JOHNSON & Co.

1f 1135 Hongkong, 15th April, 1865.

THE A 1 13 years British Ship

"JAMES CROSFIELD,"

Captain Cummings, of 979 Tons Register.
Apply to

JOHNSON & Co.

1f 1145 Hongkong, 15th April, 1865.

THE A 1 Hamburg Barque

"MARIA LUCIE,"

Von Bargen, Master, of about 8,000 Piculs Carrying Capacity.
Apply to

ARNEMANN & Co.

1f 1110 Hongkong, 11th April, 1865.

THE A 1 French Barque

"BARNAVE,"

Captain Guignon, 395 tons register.
Apply to

VAUCHER & Co.

1f 985 Hongkong, 25th March, 1865.

THE A 1 British Barque

"JOAN CUNLLO,"

Captain Jones, of 288 tons register.
Apply to

GIBB, LIVINGSTON & Co.

1128 1f Hongkong, 12th April, 1865.

THE Clipper Barque

"SEA HORSE,"

13 years A1, of 6300 piculs capacity.
For the Borneo Company Limited,

H. W. WOOD, Manager.

1067 1f Hongkong, 7th April, 1865.

THE A 1 British Barque

"LADY AGNES DUFF,"

Captain Bruce, of 387 Tons Register.
Apply to

GIBB, LIVINGSTON & CO.

1f 1039 Hongkong, 3rd April, 1865.

THE A 1 British Ship

"PUDSEY DAWSON,"

761 tons register, T. Baker, Commander.
Apply to

H. B. CAMA & Co.

1f 1079 Hongkong, 6th April, 1865.

Vessels on the Berth.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steam Ship

"SIR HARRY PARKES,"

Capt. Cull, will leave To-day at 10 A.M. for the above Ports.
For freight or passage apply to

D. LAPRAIK.

1140 tf Hongkong, 15th April, 1865.

FOR SINGAPORE, AND CALCUTTA

The China Merchants S.N. Company's Steam-ship

"JOHN BRIGHT,"

Captain Bathan, will leave for the above Ports THIS DAY, the 18th inst., at 2, P.M.
For freight or passage apply to

F. B. CAMA & Co.

1136 Hongkong, 13th April, 1865.

FOR VICTORIA, VANCOUVER'S ISLAND

THE A 1 Clipper Ship

"MARY GLOVER."

Captain Hughes, will be despatched as above instead of to Australia, as previously notified.
For Freight or Passage, apply to

PARKER & Co.

1f 1013 Hongkong, 30th March, 1865.

FOR LONDON.

THE A 1 14 years Clipper Ship

"PAKWAN,"

Captain Wawn, 795 tons register, will load at Whampoa for the above Port, and meet with quick despatch.
For freight apply to

ADAM SCOTT & Co.

1f 1124 Hongkong, 13th April, 1865.

FOR LONDON.

THE A 1 12 years British ship

"BANDA,"

of 481 tons register, Capt. Morris, will load at Whampoa and Macao for the above Port, and have quick despatch.
For Freight or passage
Apply to

JOHNSON & Co.

1f Hongkong, 20th March, 1865. 914

FOR CHEFOO AND TIENTSIN.

THE A 1 Danish Brig

"CONRAD,"

H. M. Clausen, Master, will load for the above Ports at Whampoa and Hongkong, and meet with a quick despatch.
For Freight apply to

E. & J. MEYER.

1w 1144 Hongkong, 15th April, 1865.

Vessels on the Berth.

FOR MANILA DIRECT.

THE Spanish Brig

"VLOCANO,"

Captain Barredo, will leave TO-DAY for the above Port.
For Freight or passage apply to

REYNOLDS & Co.

1f 1116 Hongkong, 12th April, 1865.

FOR MELBOURNE AND SYDNEY.

THE First Class British Ship

"JOSHUA BATES,"

will have immediate despatch as above.
For Freight, or Cabin Passage, for which she has excellent accommodation,
Apply to

PARKER & Co.

1f 1012 Hongkong, 30th March, 1865.

FOR MELBOURNE, AND SYDNEY.

THE A 1 British Barque

"ATREVIDA."

Captain Blanc, will have quick despatch for the above Ports.
For Freights or Passage apply to

AUGUSTINE HEARD & Co.

1f 992 Hongkong, 27th March, 1865.

FOR SHANGHAI, CHEFOO, AND TIENTSIN.

THE A1 Schooner

"BRITAIN'S PRIDE"

will have early despatch.
For Freight or Passage of Chinese apply to

MAC EWEN & Co.

Agents.

1f 949 Hongkong, 20th March, 1865.

FOR FOOCHOW.

(Calling at Amoy if sufficient inducement offers.)

THE A 1 British Clipper Ship

"BLACK PRINCE,"

Captain Inglis, 750 tons register.

TURNER & Co.

1126 tf Hongkong, 13th April, 1865.

FOR SAN FRANCISCO.

THE A 1 Clipper Ship

"KINGFISHER,"

Wm. Freeman, Jr. Master, will have despatch as above. She possesses superior accommodation for first class passengers.
For Freight or Passage, apply to

PARKER & Co.

1f 793 Hongkong, 21st February, 1865.

FOR SAN FRANCISCO.

THE A 1 British Barque

"CONSTANTIA,"

Robinson, Master, having the greater portion of her cargo engaged, will take quick despatch for the above Port.
For freight or passage, apply to

RUSSELL & Co.

1103 tf Hongkong, 10th April, 1865.

FOR LIVERPOOL.

THE A 1 13 years Clipper Barque

"VANDA"

353 Tons Register, W. Cann Commander, will load for the above Port and having the greater portion of her Cargo engaged, will meet with quick despatch.
For Freight, apply to

ADAM SCOTT & Co.

1f 956 Hongkong, 21st March, 1865.

FOR MANILA.

THE Spanish Brigantine

"NAVARRO,"

will have quick dispatch for the above Port.
For Freight, apply to

TURNER & Co

1f 1063 Hongkong, 4th April, 1865.

FOR MELBOURNE AND SYDNEY.

THE A 1 Prussian Clipper Barque

"LOUIS KNIPPLER,"

H. Seemann, master, will meet with despatch for the above Ports.
For Freight or Passage, apply to

LANDSTEIN & Co.

1f 851 Hongkong, 8th March, 1865.

FOR HAVRE.

THE A 1 French Clipper Barque

"IMMACULEE CONCEPTION,"

A. Richer, Master, with a portion of her cargo engaged, will load here and at Whampoa for the above Port and meet with prompt despatch.
For Freight, &c. apply to

LANDSTEIN & Co.

1021 1.4 tf Hongkong, 1st April, 1865.

FOR SINGAPORE AND CALCUTTA.

THE British Ship

"FEROZE SHAH,"

Captain Mann, will load for the above Ports and meet with quick despatch.
For freight or passage apply to

N. MODY & Co.

2w 1117 Hongkong, 12th April, 1865.

Post-Office Notifications.

A Mail will close

For MANILA.—Per "*Vlcano*," To-day, the 18th Instant at 8 A.M.

A Mail will close

For SHANGHAI.—Per str. "*Oriflamme*" To-day, the 20th Instant, at 3 P.M.

A Mail will close

For SWATOW, AMOY, and FOOCHOW.—Per str "*Sir Harry Parkes*," To-day the 18th Instant, at 9 A.M.

A Mail will close

For SINGAPORE, and Calcutta.—Per "*John Bright*" To-day, the 18th Instant, at 1 P.M.

For INDIA EUROPE &c.—Per the Compagnie des Services Maritimes des Messageries Imperiales "*ALPHEE*," on WEDNESDAY, *the 26th Inst.* at 10.30 o'clock A.M. To and through the United Kingdom *via* Marseilles; to France and other Continental States (in a closed Mail to France,) to Saigon, Singapore, Galle, India, Aden, Suez and Alexandria; after which no letters can be received. Letters for Registration will not be received after 9.30 A.M., on the 26th Instant. All correspondence intended to be forwarded by the vessels of the above Company must be superscribed "Messageries Imperiales Packet."

F. W. MITCHELL,
Postmaster General.

Hongkong, 12th April, 1865.

It is hereby notified for general information that under an agreement with the Union Steam Ship Company a branch mail Packet will, in future, be dispatched Monthly from Port Louis (Mauritius) to Table Bay (Cape of Good Hope) calling at Natal, immediately after the arrival of the Packet from Suez and Aden, that is about the 26th of each month, and will return to Port Louis in time for the Packet appointed to leave for Aden and Suez on the 6th of each month.

The establishment of this branch Packet will afford the means of exchanging, *via* Aden and Mauritius, direct Mails between this Office and the Post Offices of Natal and the Cape of Good Hope; Mails will also be sent from Hongkong, *via* the Cape of Good Hope, to St. Helena and Ascension, to which places there is a Contract Packet monthly from the Cape.

The postage to any of the above mentioned places for a letter,

not exceeding 1 ounce in weight.....8 cents.
" 2 " " .....16 "
" 3 " " .....24 "

and so on adding 16 cents for each ounce or fraction of an ounce after the first ounce. Newspapers 2 cents each.

F. W. MITCHELL,
Postmaster General.

General Post Office,
Hongkong, 11th February 1865.

Intimations.

TO PRINTING HOUSES, &c.

A Gentleman now acting as Manager in a Printing Establishment in Singapore, is desirous of obtaining another appointment, owing to the business he is now engaged in being about to be broken up.

Address R., "Singapore Journal" Office, Mission Press, Singapore, or to the Editor Hongkong Daily Press.

NOTICE.

BOTEFUHR & Co., Shipwrights, Blacksmiths, &c., having provided themselves with a hearing down Hulk are now prepared to undertake any repairs that Ships visiting this Port may require to Hull or Spars.

149. Switow, 26th October, 1864.

THE Interest and Responsibility of MR. DAVID KING MASON in our Firm having ceased, the business will continue to be carried on by Mr. ROBERT SAMPSON SCOTT, under the Firm of SCOTT & Co., from 1st proximo.

D. K. MASON & Co.

Bangkok, Siam,
31st December, 1864. 3m 673

榮記煤炭 WING KEE, 興隆大街

HONGKONG,

ENDICOTT'S BAZAAR, No. 15,

Has for Sale

COALS OF ALL KINDS.

1y 935 Hongkong, 18th March, 1865.

LIN-CHEONG.

No. 521,
QUEEN'S ROAD,
HONGKONG.

Making an Repairing all kinds of Iron and Copper Wares.

1f Hongkong, 21st April, 1864.

ST. STEPHEN'S MISSION CHURCH.

TO be erected in Tai-ping-Shan for the benefit of the Chinese and others in connexion with the Church of England.

Subscriptions are earnestly requested for the above object, and will be gratefully received by

THOMAS STRINGER,
Secretary,
St. Paul's College.

1f Hongkong, 31st August, 1864.

MITCHELL & SCOTT,

Ship Carpenters, Boat Builders, Coopers, Spar Makers, &c., &c.

WEST POINT,
HONGKONG,
OPPOSITE THE SAILORS' HOME.

N.B.—Ship-smith's Work executed on the shortest notice and on most reasonable terms.

233 Hongkong, 11th November, 1864.

WILLIAM HARDING,

SAIL-MAKER,
On board the Chop "*Herald*,"
OFF BARRACK WHARF.

240 Hongkong, 16th November, 1864.

MRS. VINTON'S

PRIVATE FAMILY BOARDING ESTABLISHMENT,
Hollywood Road,
Corner of Old Bailey Street, next door to the Hôtel d'Europe.
HONGKONG.

Commanding a delightful View of the Harbour.

YUE-CHONG.

20, and 31, SCOTT LANE.

MATTING for EXPORT at Canton, Wholesale rates four, five, and six quarter, white, checked and figured, of all qualities.

Also MATS for Bags or Silk or Tea wrappers.

1. Hongkong, 1st October, 1864.

A CARD.

S. C. BIRD,
ARCHITECT AND SURVEYOR,
12, SHELLEY STREET.

1003 1m Hongkong, 7th April, 1865.

SUN-HING-KEE,

No. 19, Jervois Street,
HONGKONG.

Has always for Sale

Every kind of TEA and PRESERVED GINGER of the best quality.

2w 1077. Hongkong, 6th April, 1865.

FUN LUN,
PHOTOGRAPHER.

Queen's Road, No. 53, Opposite the ORIENTAL BANK CORPORATION.

Takes Portraits, Groups, &c., in best style, also keeps constantly on hand the views of Hongkong, Canton, Honam and other Ports of China.

And

Silks, Crapes, Ivory-ware, Lacquered-ware Matting, &c., &c., on moderate terms.

tf-838 Hongkong, 2nd September, 1864.

HONGKONG DISPENSARY.

MR. WM. M. BELL assumes the management of this business from this date, and will sign for us per procuration.

A. S. WATSON & Co.

1f 1037 Hongkong, 3rd April, 1865.

NOTICE OF REMOVAL.

TALBOT & Co., in returning thanks to their Friends and the public for their patronage, beg to inform them they have

REMOVED THEIR STORE

to No. Queen's Road, next door to the French Dispensary, nearly opposite to Messrs. Adam Scott & Co., and are now opening an entirely new stock of Ship Chandlery.

ON and after this date the Business of the Parisian Saloon, Queen's Road Central, will be conducted under the style and Firm of JULES, RUEIERE & Co.

JULES, RUEIERE, & Co., have the honour to inform their friends and the Public that they have arranged the following scale of charges at their establishment.

For Gentlemen.

At the Parisian Saloon.

Cutting Hair.....$1.
Cutting, Shampooing, Cutting Hair, and Shaving.....$1.
Shaving.....$0.50
Shampooing only.....$0.50
Shaving, only.....$0.50
Cutting, and Dressing Hair, six months $10
Cutting and Dressing Hair yearly in advance $10
Cutting and Shaving per month $1.
do. do. do. six months $5 do.
do. do. do. and Shaving per month $1.

N.B.—Gentlemen attended at their own residences from 6 to 8.30 A.M. at the same prices.

For Ladies.

Madame Jules, who has the honour to be patronised by many Ladies in this Colony, Dresses Hair at moderate prices.

tf 1032 Hongkong, 3rd April, 1865.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

Steam to

SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, MARSEILLES, & SOUTHAMPTON.

Also,

BOMBAY, MADRAS, & CALCUTTA.

THE P. & O. S. N. Co.'s Steam ship "*EMEU*," Capt R. Mathven with *Her Majesty's Mails, Passengers, Specie* and *Cargo*, will leave this for the above Places ON SATURDAY, the 29th April, 1865, at 2 P.M.

CARGO will be received on board until 5 P.M. on the 27th April; SPECIE until Noon on the 28th April; and PARCELS until 5 P.M. on the 27th April.

For Particulars regarding FREIGHT and PASSAGE, apply at the Peninsular & Oriental Steam Navigation Company's Office.

Hongkong.

CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government and must be delivered by the Shipper to the Company's Agents with the Bill of Lading, or with Parcels; and the company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.

Shippers are particularly requested to note the terms and condition of the Company's Black Bills of Lading.

N. R. DALGLEISH,
For Superintendent.

Peninsular & Oriental Steam Navigation Company's Office,
Hongkong, 17th April, 1865.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

NOTICE OF REDUCTION OF PASSAGE MONEY.

IN the year 1857 the Directors made a considerable reduction in the Company's rates of Passage Money, which continued in force till 1861. In that year, owing to the extraordinary rise in the Cost and Freight of Coals, and the enhanced price of all descriptions of Naval Stores, the Directors were reluctantly compelled to return to the rates of Passage Money previously in force. They are now happy to state that a decrease in the price of Coal and other expenses of Steam Navigation enables them to reduce the Company's Passage rates to the undernoted scale, which will take effect from and after the 1st June next, viz:—

From Hongkong to—

Suez	$460
Malta	510
Marseilles	530
Gibraltar	530
Southampton	550

Reserved Rates for Single Persons.

Suez	$920
Malta	1,060
Marseilles	1,060
Gibraltar	1,100
Southampton	1,100

Reserved Rates for Married Couples.

Suez	$1,160
Malta	1,260
Gibraltar	1,348
Marseilles	1,360
Southampton	1,360

The charges for Children are in proportion to the above.

The above rates are exclusive of the amount payable to the Egyptian Transit Administration for conveyance of Passengers through Egypt, viz:—

For First-class Passengers, $32
Children above three and under ten years, half-fare.

By Order of the Managing Directors,

THOS. SUTHERLAND,
Superintendent.

Hongkong, 30th May, 1864.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

NOTICE TO SHIPPERS OF TREASURE, &c.

TO facilitate the work of Shippers, the Company have arranged to receive any Treasure intended for Shipment in their Steamers at their Offices in the Queen's Road.

Treasure will be received in this manner any day between the hours of 10 A.M. and 4 P.M., up to the day preceding that of the Steamer's departure. Should the hour fixed for leaving be later than Noon, shipments will be received on the day of departure, from 7 to 9 A.M.

Shippers desiring to avail of this arrangement, will please send along with their Treasure, Shipping Orders and Receipts carefully filled up with Marks, Description, and Destination, and if the Bills of Lading are delivered at the same time the work will be greatly facilitated.

The Company of course except the "risk of boats," &c., as covered by ordinary Marine Insurance.

With reference to the foregoing notice, it is hereby intimated that the Company's Godowns are now ready for the reception of Opium and other Cargo for shipment in the Company's Steamers, under the same conditions as stated above.

THOS. SUTHERLAND,
Superintendent.

Hongkong, 24th November, 1864.

COMPAGNIE DES SERVICES MARITIMES MESSAGERIES IMPERIALES.

PARQUEBOTS POSTE-FRANCAIS.

STEAM

FOR

SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ALEXANDRIA, MESSINA, MARSEILLES.

Also,

PONDICHERRY, MADRAS, & CALCUTTA.

ON WEDNESDAY, the 26th, April, at Noon the Company's Steam-ship "*ALPHEE*," Commandant, BOULEVE H.L.M.N. with H.B.M. Mails, Passengers, Specie, and Cargo, will leave this Port for the above places. In connection:

At ALEXANDRIA, with the Company's and the Austrian Lloyd's Mail Steamers for the Levant, Black Sea, Greece Corfu, and Trieste.

At MESSINA, with the Company's Semi-weekly Mail Steamers for Malta and all the Italian Ports.

At MARSEILLES, with the Weekly Company's Mail Steamer for Valencia and by Railroad to Madrid.

Passengers going to London are informed that the Company will convey free of charge, from Marseilles to London their baggage to the extent allowed by the regulation.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places in Europe.

The Company has authority to grant Insurance on all Cargo conveyed by its Vessels, at a premium of ¼ % upon Merchandise and 1 % on Treasure, from Hongkong to Lyons, Paris, London and Holland, and proportionally for places the side of Suez.

Cargo will be received on board until 4 o'clock of the 24th April, Specie and Parcels until 5 o'clock of the 25th.

A Written Declaration of the Contents and Value of the Packages destined beyond Suez is required by the Egyptian Government, and must be furnished by the Shippers to the

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Extracts.

Visit of the Shenandoah.

For the first time, the peaceful waters of our bay have been visited by a ship of war in the performance of its mission, namely, the destruction of this merchant vessels of the enemy. Foreign men-of-war, French, Dutch, Austrian, and Russian, have come here, but not to fight, and not a gun has been fired in anger on these seas in our time. It was enough that the Austrian frigate Novara was devoted to the purposes of science, that our French and Dutch visitors were here to protect their countries' interests as in time of peace, and that the Russian Bogatyr accepted our hospitality and slip surveyed our coaling. Now, however, the terrible fratricidal strife between the United and Confederate States of North America has been brought to Australian seas by the Confederate war steamer Shenandoah, which arrived here a very few hours before our January mails left us. She was entirely unexpected. A telegram from Cape Otway first informed us that a large steamer was passing one of the most southern points of our coast, but she was thought to be the Royal Standard, an idea soon dissipated by her entrance (through our Heads, with the Confederate ensign—a cross of stars in a red square, on a white ground—flying. As she steamed into Hobson's Bay she was seen to be a handsome smart looking, full-rigged steam-sloop, of 1,200 tons register, fitted with a lifting screw, and engines of 240-horse power. Without permitting any visitors to board her, Captain J. I. Waddell, who announced himself as her commander, sent his first lieutenant on shore with a letter to His Excellency the Governor, reporting her arrival, and asking permission to effect certain necessary repairs and obtain the supply of coal to enable him to get to sea as quickly as possible. He also asked permission to land his prisoners, and intimated that he should observe the neutrality. On the following day a reply was sent by Mr. James G. Francis, the Commissioner of Trade and Customs of our present Ministry, who stated that His Excellency was willing to allow the necessary repairs and coaling, but demanded information of their extent; and conveyed a warning that she would not be allowed to leave till twenty-four hours after the departure of any vessel, armed or unarmed, of the adverse belligerents.

The Shenandoah, thus fairly located in the bay speedily became an object of intense interest, and visitors crowded her decks as soon as permission was given to them to come aboard. Her real character was then made more plain. Built for the mercantile Service she looked like a merchantman, except for her guns, which she carried on her upper deck. Her armament consisted of four smooth bore sixty-eight pounders, two thirty-two pounder rifled Whitworths, and two smooth-bore eighteen pounders, the last chiefly used as signal guns. The rifled Whitworths were calculated to possess a range of above three miles. Her crew, though small, had been largely recruited from her prizes, and numbered seventy-five men. Her principal officers were—Jas. I. Waddell, lieutenant commanding; Wm. C. Whittle, jun., 1st lieutenant; Jno. Grimball, S. Smith Lee, F. T. Uhrer, and D. M. Seales, lieutenants; J. S. Bulloch, master; C. E. Lining, passed assistant surgeon; W. Breedlove Smith, acting assistant paymaster; O. A. Brown and J. T. Mason, passed midshipmen; F. J. M'Nulty, acting assistant surgeon; and W. H. Codd, first assistant engineer. They made a favourable impression on all who met them, and Captain Waddell and Mr. Whittle, the latter being "executive officer," were both regarded as the *beau ideal* of naval officers. The former had been twenty-three years in the navy, and found acquaintances here who had known him when in the United States frigate Independence, stationed in the Mediterranean. Mr. Bulloch, master; Mr. O'Brien, engineer; and Mr. W. B. Smith, paymaster, held the same posts in the Alabama when she fought the Kearsarge and went down. The officers uniform was French grey and silver. The crew were a fine set of men—well-built, smart, above the ordinary stamp of seamen, and sincerely liking the service, and believing in their commander. Owing to the extreme expedition used in effecting repairs, we were unable to see the ship's defences in order; but one would be led to think there was hardly room at present to work the guns. Before she left she proved herself to possess good speed under steam or sail.

Since October last the history of the Shenandoah has been an eventful one. There is no doubt she is indentical with the Chinese Oojedo-built steam clipper Sea King, noted for her speed, and which when she brought troops to Auckland last year made one of the shortest trips on record. As far as we can gather, the transformation of an English merchant steamer into a Confederate States man-of-war took place thus: The Laurel, blockade runner, started from Liverpool with a cabin full of "likely-looking young men," as the pilot called them, on the 8th of October last, and Friday, the 11th, saw her in Funchal Bay, Madeira. The passengers did not go on shore, and were believed by the Madeira folks to be "Polish emigrants." Three days afterwards a large steamer, ship-rigged, steamed in and then out the harbour, the Laurel following to the east side of the island, both flying British colours. Here, it is said, the strange ship was purchased for £45,000, and the passengers and cargo of the Laurel transferred to her. The Laurel then went her way, and the strange steamer stood out to sea, none of the people brought by the Laurel being broken. When beyond the neutral marine league from shore, Captain Waddell summoned the men off, and read his commission as commander of the Confederate sloop-of-war Shenandoah, ordered to cruise and destroy the enemy's commerce. At that time twenty-five men constituted the whole crew, a number of which, deducting officers, left five men in each watch. To put his ship in order, and arrange its armament, were the first things Captain Waddell set about doing. Sailing by day, and steaming by night, the ship now called the Shenandoah was taken to a quiet place in the "trades," and then, comparatively secure from the enemy's cruisers, men and officers set to work with a willing mind to get her into trim. This done, the Shenandoah entered on her functions, selecting for her cruising ground the track of vessels bound for the South American Ports. Success attended her. Her plan was, when she crossed a vessel, to show English or French colours and fire a gun, after which, if the other proved to be Yankee, she was taken and destroyed, and her captain and crew made prisoners. The following is a correct list of the vessels captured and destroyed by the Shenandoah:—

Alina, barque—Staples, master, from Akyab to Bremen Ayres, cargo of railway iron. Scuttled 29th October, lat. 10 47 N., lon 16 43 W.

Chariot Oak, schooner, Gillman, master, from Boston for San Francisco, assorted cargo. Burnt 5th November, lat. 7 38 N., lon. 27 40 W.

D. G. Jeffrey, barque—Hallet, master, from Boston to Valparaiso, assorted, cargo. Burnt 7th November, lat. 6 28 N., lon. 27 6 W.

Susan, brig.—Hansen, master, from New York to River Plate. Scuttled 10th November, lat 4 20 N., lon. 26 39 W.

Kate Prince, for Bahia, neutral cargo (coals).

Ship bended for 23,000 dollars.

Lizzie M. Stacey, schooner, New York to Sandwich Islands, assorted cargo. Burnt 13th November, lat. 1 40 N., lon. 28 24 W.

Edward, whaling vessel.

Delphine, barque, from London for Akyab. Burnt 29th December, lat. 29 10 S., lon. 69 15.

The larger portion of the sailors taken prisoners volunteered to join the Shenandoah, and were accepted; the remainder, all but a few, were transshipped to other vessels met with on the high seas. The remnant were eight men, besides Captain Nichells, of the Delphine, and his wife and stewardess, who were brought hither. Undeluded, but unintimidated, they made their way out of the Shenandoah very shortly after the vessel's arrival in Hobson's Bay, and before the permission to land them, for which application was made to the Government, could be afforded.

As might be expected, the history of the Shenandoah while here has been a remarkable one. At first the latent Southern sympathies which are almost universal among Englishmen influenced our community to afford the officers and men the warmest reception possible. They were made welcome wherever they went, albeit a strong desire was everywhere expressed not to make so much demonstration as should offend that large class of our citizens who by birth and sympathy are connected with the United States, and furthermore not to exhibit a spirit contrary to the Imperial proclamation of neutrality. They were received into many private circles, were *fêted*, by some members of the Melbourne Club, and at a semi-private ball given in their honour at Ballarat. Their presence was invited at the theatres, and they attended, that their worst enemies could not deny that, under all circumstances, their extremely modest and unassuming bearing disarmed all personal prejudice. The men were allowed to come on shore, and, of course, as sailors will, occasionally drank more than was good for them, but their conduct was generally speaking, superior to that of English man-of-war's men. It would have been well if the visit had passed off altogether in this way, but it was not so; and this bringing us to the history of the dealings of the Government with the ship's authorities. In the very early part of the correspondence the Government intimated through the Commissioner of Trade and Customs, that, instead of His Excellency the Governor, maintained relations with Captain Waddell—that a commission would be appointed to expertise the repairs, lest anything should be done to increase the ship's speed, or add to her armament. To this Captain Waddell assented, and, after some delay, owing to the difficulty of the investigation, it was found that the outer stern-beck and composition castings of the propeller shaft were entirely gone, so as to render it necessary for the vessel to be placed on the Patent Slip. About this time and in answer to a hint from the Government respecting the need of an early departure, Captain Waddell addressed the Government thus, in one of his letters:—

"I am extremely anxious to get the Shenandoah to sea. The procrastination by the parties employed under His Excellency the Governor's permission for the necessary repairs to this ship seem to me unnecessary, and if I appeal to His Excellency the Governor for further instructions those employed to hurry up the work on this ship, I hope His Excellency the Governor will see in it the spirit of a lawabiding man, and one impatient to be about his country's business.

"The Government by their action appeared to admit the necessity of the delays, and not till twelve days after the ship had been in port asked that a day should be named for her departure. Captain Waddell again replied that the delays were caused by the difficulty of getting the vessel on the slip, and the notorious effects of some adverse gales, which once caused the Shenandoah to get adrift, and nearly occasioned very serious damage. These reasons were apparently admitted to be good, and eventually, on the 14th February Captain Waddell announced to Mr. Francis that he expected to get to sea by the Sunday following. Hitherto the only public expression of illfeeling emanated from Mr. Berry, a member of our lower House of Legislature. In his place in the Legislative Assembly, he called the attention of the Government to the subject, stating that the Shenandoah being in reality the Sea King, and an English vessel, should be seized under the coutrabiy proclamation. In reply the Chief Secretary pointed out that there was nothing which could be accepted as proof of the hon. member's assumption, and Mr. Berry received an unmistakable snubbing at the hands of several other members of the House, including Mr. O'Shanassy, whose remark that Mr. Berry might as well have let the matter alone was cheered in all parts of the House.

Meanwhile, as time went on, it was generally understood that the American Consul, urged by more than one American merchant in Melbourne was striving his utmost to get the authorities to interfere with the vessel, and as a few of the ship's crew had deserted, their testimony was said to be used to influence the Government. The first consequence was, perhaps, the most extraordinary ever heard of. On February 13 a police-inspector presented himself on board the ship, as she lay on the patent slip, with a warrant for the arrest of a man named "Charlie" said to be a British subject enlisted in the Confederate service and concealed in the Shenandoah, which was known to be short of men. Captain Waddell was away, and the officer in charge refused to allow the vessel to be searched. Next day, Mr. Beaver and Mr. Superintendent Lyttelton (this superior officer) came on board again with the warrant as before, which they desired to execute. Captain Waddell received them courteously, but declined to allow them to search the ship, intimating that it was as much as his commission was worth to allow his flag to be so disgraced. He also gave his word of honour on the faith of an officer and gentleman that he had shipped no one, nor enlisted any person for service since his arrival; and that in fact, no such person was or could be on board. The next event that occurred took place that very afternoon, the vessel being still on the slip. About fifty armed policemen entered the slip-yard, excluded all the workmen, and practically stopped the works and prevented the launch. The instructions given to the police will be best described in the following telegram:—

"Telegram from Mr. F. C. Standish, Chief Commissioner of Victorian Police to Mr. Beaver police inspector, stationed at Williamstown.—"I have to direct that you communicate with Mr. Chamber the lessee of the patent slip, that the Governor in Council has given directions that he prevent all other British subjects in this colony and all other persons from rendering any aid or assistance or perform any work in connect to the armed cruiser Confederate ship Shenandoah, or in launching the same. You will at once proceed with the whole of the police at your disposal to the patent slip, and prevent, at all risks, the launch of the said ship. Superintendent Lyttelton and fifty men, also fifty of the military, proceed at once to Williamstown, telegraphing anything that may occur direct to me. "F. C. STANDISH."

"Tuesday, 14, 1865.—The military—fifty men of the Royal Artillery—started, but were countermanded. When afloat were at the first stage Captain Waddell received a letter from Mr. Francis on behalf of the Government, charging him with having refused permission to execute the warrant and outlining upon him to reconsider his determination; pointing which the permission granted to repair and take supplies was suspended. Captain Waddell at once replied that the execution of the warrant had not been refused, but only permission to "search" the ship, whose deck represented the majesty of the flag that flew over it. He added, moreover that the shipping articles had been exhibited to show that no one had shipped while the vessel was in port, and that he had ordered two commissioned officers to search the ship, but they had found no strangers. He concluded by entering, in the name of his Government, his solemn protest against any obstruction that would cause the detention of his ship. The day's proceedings were closed by the captain giving orders for the launch of his ship early next morning.

An episode occurred here that belongs to this narrative. At a few minutes after nine p.m. on that evening, the police, who were stationed all round the vessel and within a very few yards of her, saw four men come down the gangway into a boat alongside. The water police closely followed this boat, which was rowed swiftly away, but the end was that the four men were arrested on shore and subsequently identified by some deserters as men whom they had been concealed on board, men whom they had been concealed on board, men whom they had been concealed on board,